

CITY OF MIDDLETOWN

SECTION "108" LOAN GUARANTEE PROGRAM

MILLER AND BRIDGE STREET  
REDEVELOPMENT PROJECT

DOMENIQUE S. THORNTON  
MAYOR

JANUARY 2, 2002

DEPARTMENT OF PLANNING  
CONSERVATION AND DEVELOPMENT

WILLIAM E. WARNER  
DIRECTOR

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# Funding Approval/Agreement

Title I of the Housing and Community Development Act (Public Law 930383)

U.S. Department of Housing and Urban Development  
Office of Community Planning and Development  
Community Development Block Grant Program

HI-00515R of 20515R

1. Name of Grantee (as shown in item 5 of Standard Form 424) City of Middletown, Connecticut	3. Grantee's 9-digit Tax ID Number 06-6001872	4. Date use of funds may begin (mm/dd/yyyy)
2. Grantee's Complete Address (as shown in item 5 of Standard Form 424) 245 DeKoven Drive Middletown, CT 06457	5a. Project/Grant No. 1 B-01-MC-09-0022	6a. Amount Approved 300,000
	5b. Project/Grant No. 2	6b. Amount Approved
	5c. Project/Grant No. 3	6c. Amount Approved

**Grant Agreement:** This Grant Agreement between the Department of Housing and Urban Development (HUD) and the above named Grantee is made pursuant to the authority of Title I of the Housing and Community Development Act of 1974, as amended, (42 USC 5301 et seq.). The Grantee's submissions for Title I assistance, the HUD regulations at 24 CFR Part 570 (as now in effect and as may be amended from time to time), and this Funding Approval, including any special conditions, constitute part of the Agreement. Subject to the provisions of this Grant Agreement, HUD will make the funding assistance specified here available to the Grantee upon execution of the Agreement by the parties. The funding assistance specified in the Funding Approval may be used to pay costs incurred after the date specified in item 4 above provided the activities to which such costs are related are carried out in compliance with all applicable requirements. Pre-agreement costs may not be paid with funding assistance specified here unless they are authorized in HUD regulations or approved by waiver and listed in the special conditions to the Funding Approval. The Grantee agrees to assume all of the responsibilities for environmental review, decision making, and actions, as specified and required in regulations issued by the Secretary pursuant to Section 104(g) of Title I and published in 24 CFR Part 58. The Grantee further acknowledges its responsibility for adherence to the Agreement by sub-recipient entities to which it makes funding assistance hereunder available.

U.S. Department of Housing and Urban Development (By Name) Nelson R. Bregon		Grantee Name City of Middletown, CT	
Title Deputy Assistant Secretary for Grant Programs		Title MAYOR DOMENIQUE THORNTON	
Signature 	Date (mm/dd/yyyy) 8/22/07	Signature 	Date (mm/dd/yyyy) 10/17/07
7. Category of Title I Assistance for this Funding Action (check only one) <input type="checkbox"/> a. Entitlement, Sec 106(b) <input type="checkbox"/> b. State-Administered, Sec 106(d)(1) <input type="checkbox"/> c. HUD-Administered Small Cities, Sec 106(d)(2)(B) <input type="checkbox"/> d. Indian CDBG Programs, Sec 106(a)(1) <input type="checkbox"/> e. Surplus Urban Renewal Funds, Sec 112(b) <input type="checkbox"/> f. Special Purpose Grants, Sec 107 <input checked="" type="checkbox"/> g. Loan Guarantee, Sec 108	8. Special Conditions (check one) <input type="checkbox"/> None <input checked="" type="checkbox"/> Attached	9a. Date HUD Received Submission (mm/dd/yyyy)	10. check one <input type="checkbox"/> a. Orig. Funding Approval <input checked="" type="checkbox"/> b. Amendment Amendment Number
		9b. Date Grantee Notified (mm/dd/yyyy)	
		9c. Date of Start of Program Year (mm/dd/yyyy)	
11. Amount of Community Development Block Grant			
a. Funds Reserved for this Grantee		FY ( )	FY ( )
b. Funds now being Approved			
c. Reservation to be Cancelled (11a minus 11b)			

12a. Amount of Loan Guarantee Commitment now being Approved  
\$300,000

**Loan Guarantee Acceptance Provisions for Designated Agencies:**  
The public agency hereby accepts the Grant Agreement executed by the Department of Housing and Urban Development on the above date with respect to the above grant number(s) as Grantee designated to receive loan guarantee assistance, and agrees to comply with the terms and conditions of the Agreement, applicable regulations, and other requirements of HUD now or hereafter in effect, pertaining to the assistance provided it.

12b. Name and complete Address of Public Agency

12c. Name of Authorized Official for Designated Public Agency

Title

Signature

## HUD Accounting use Only

Batch	TAC	Program Y	A Reg	Area	Document No.	Project Number	Category	Amount	Effective Date (mm/dd/yyyy)	F
	153									
	176									
		Y				Project Number		Amount		
		Y				Project Number		Amount		

Date Entered PAS (mm/dd/yyyy)	Date Entered LOCCS (mm/dd/yyyy)	Batch Number	Transaction Code	Entered By	Verified By
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### Citizen Participation

The City of Middletown has undertaken a coordinated and comprehensive program of citizen participation for the development of this Application and project following the requirements of 24 CFR 570.704(a)(2) and its adopted Consolidated Plan pursuant to 24 CFR 91.

Because of timing requirements for the proposed activity, the City combined its citizen participation process for this Application with its Annual Action Plan process as well as outreaching on a community-wide basis so as to afford affected citizens the greatest opportunity to examine the application proposal and provide comments on the proposed activity.

This citizen participation process included a public hearing with public notice in accordance with its adopted citizen participation plan, direct contact with groups and organizations who represent area residents, and solicitation of input from low/moderate income persons who reside in the area of the proposed project.

Attached are copies of some of the relevant documents and supporting material concerning the City's publication and dissemination of the Program for citizen input and comment.

In addition to its Governing Body, the Common Council of the City of Middletown, the project and its request for Section "108" funding was approved and adopted by the CDBG Citizens Advisory Committee.

## **Citizens' Participation**

The 2000 Annual Action Plan was available for a 30-day period of public review and comment from 19 June 2001, to 19 July 2001. Public notice inviting public review and comment was given in the Middletown Press and the Hartford Courant. Nobody responded to these notices.

On 18 July 2001, the plan went before the Citizens' Advisory Committee's regular meeting for members' review and comment and a public hearing. No criticisms or suggestions for revision were made by either members of the Committee or members of the public and the plan was approved for submission to the US Department of Housing and Urban Development (HUD).

The following pages document the City's steps in this Citizens' Participation process.

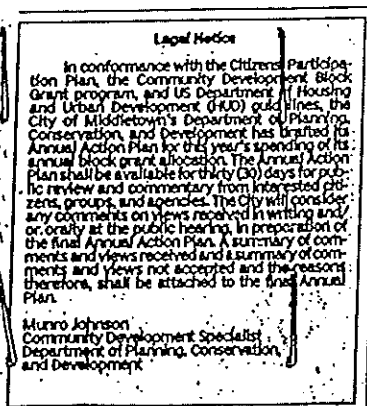
## Legal Notice

In conformance with the Citizens' Participation Plan, the Community Development Block Grant program, and US Department of Housing and Urban Development (HUD) guidelines, the City of Middletown's Department of Planning, Conservation, and Development has drafted its *Annual Action Plan* for this year's spending of its annual block grant allocation. The Annual Action Plan shall be available for thirty (30) days for public review and commentary from interested citizens, groups, and agencies. The City will consider any comments or views received in writing and/or orally at the public hearing, in preparation of the final *Annual Action Plan*. A summary of comments and views received and a summary of comments and views not accepted and the reasons therefore, shall be attached to the final Annual Plan.

Munro Johnson  
Community Development Specialist  
Department of Planning, Conservation, and Development

P.O. No. #2000-02770, Account No. 067419

The above legal notice to appear in the Hartford Courant ONCE  
Thursday, June 21, 2001



## Legal Notice

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Munro Johnson  
Community Development Specialist  
Department of Planning, Conservation, and Development

Acct. No. #8706925

The above legal notice to appear in the Middletown Press once.

Thursday, June 21, 2001

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Munro Johnson  
Community Development Specialist  
Department of Planning, Conservation, and Development

## **Amendments to Strategic Plan**

*City of Middletown Consolidated Plan for Housing and Community Development  
September 1, 2000 to August 31, 2005*

### **Section 108 Loans**

Chapter IV., "Housing and Community Development Strategic Plan," of *The City of Middletown Consolidated Plan for Housing & Community Development September 1, 2000 to August 31, 2005* (Con Plan) has been amended to include two Section 108 Loans the city has applied for from HUD. Each proposed 108 loan application addresses projects already contained in the Con Plan; only the decision to use 108 Loans to realize these projects differs from the original version:

#### **570.704 Requirements**

The first Section 108 Loan pertains to the city's long-standing endeavor to eliminate the Miller Bridge neighborhood and the concentrated conditions of poverty and social pathologies that pervade it.

#### *National Community Development Objective*

Benefits Low- and Moderate-Income individuals directly.

#### *Activities to be undertaken*

Acquisition of Real Property [24 CFR 570.703(a)], Demolition and Clearance [24 CFR 570.703(e)].

*Program income expected:* \$0.00

*Guaranteed loan funds to be used:* \$250,000.

The second loan pertains to the city's long-term campaign to bring to its downtown a full-service hotel at 56 Main Street, putting to use a long-vacant yet historic building and bringing to this low income census tract new life, jobs, and tourism dollars.

*National Objective:* Benefits Low- and Moderate-Income individuals by creating permanent jobs, at least 51% of which will be made available to or held by low- and moderate-income persons.

*Activities to be undertaken:* Acquisition of Real Property [24 CFR 570.703(a)], Demolition and Clearance [24 CFR 570.703(e)].

*Program income expected:* \$0.00

*Guaranteed loan funds to be used:* \$400,000.

Text Amendments

page 50

Priority Non-Housing Community Development Needs  
Elimination of Blight

Include:

A neighborhood where blight prevails universally is the Miller Bridge neighborhood. This neighborhood has been condemned. In the city's *Miller & Bridge St. Redevelopment Plan* (Redevelopment Plan), all properties located there are scheduled for demolition, current owners fairly compensated, and residents relocated in accordance with uniform relocation procedures.

In order that progress implementing the Redevelopment Plan not be delayed, the city shall apply for a Section 108 Loan from HUD, in order to facilitate the acquisition and relocation activities.

page 54

Increasing Employment Opportunities through Economic Development  
Miller and Bridge Redevelopment Plan

Replace:

"CDBG funding for demolition..." with "Section 108 Loan funding for demolition..."

page 55

Additional Economic Development  
Downtown Development

Replace: "...which is being reviewed by several hotel developers." with "which has successfully attracted a hotel developer and occasioned a broad public-private partnership to finance the project. The city will apply for a Section 108 Loan from HUD in order to finance the site acquisition."

Replace: "The proposed creation of a Business Improvement District (BID) was recently voted down by the Common Council, however..." with "The proposed creation of a Business Improvement District (BID) was recently approved by the district's property owners and established."

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III. Community Development Objectives  
Community Development Goal A: Economic Development  
Community Development Objective A.1:  
Community Development Strategy A.1.C:

Add: "Collaborate with other stakeholders in the Hotel development plan, acquiring the necessary property with a Section 108 Loan."

## **Pledge of Grants**

To assure the repayment of debt obligations and the charges incurred under 24 CFR 570.705(g) and as a condition for receiving loan guarantee assistance, the City of Middletown pledges all grants made or for which it may become eligible under 24 CFR 570.

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CITY OF MIDDLETOWN  
CITIZENS' ADVISORY COMMITTEE

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MINUTES

27-Jun-01  
(Special Meeting)

Present

L. WALLACE, CHAIR  
S. ENGLEHARDT, VICE CHAIR  
R. BANTUM  
E. BOGDAN  
R. BUTLER  
H. HENRY  
A. KELLEY  
A. MARINO  
D. MITKOSKI  
B. PLUM  
J. ROBINSON

Absent

V. AMATO  
M. DIMON  
S. SHAPIRO

Also Present

M. JOHNSON

L. Wallace called the meeting to order at 5:10PM.

First, the minutes of the regular April meeting were approved.

Next, discussion was opened on the Section 108 Loan proposal for implementing Phase II of the Miller Bridge Redevelopment Plan. Committee members referred to the a spreadsheet, mailed out with the agenda, showing annual payments for three loans (three phases) for 10-year and 15-year term scenarios, and total interest payments for each loan scenario.

Questions arose concerning the redevelopment plan itself. M. Johnson brought a copy of the *Miller & Bridge Streets Redevelopment Plan*. E. Bogdan asked how many properties were in question. M. Johnson answered, three properties in Phase II, nineteen properties in the whole neighborhood. R. Butler asked about relocation of existing residences. M. Johnson answered that part of the redevelopment plan, and expenditures, was the relocation of residents from Miller and Bridge Streets. Residents are eligible for approximately \$5,000 in relocation assistance.

Questions then focused on the loan as a source of funding. Committee members asked what cumulative loan payments would be when all three loans were in repayment. M. Johnson referred the committee to the spreadsheet to illustrate the 10- and 15-year scenarios. J. Robinson asked about the two-year separations between 108 loans for the three project phases. M. Johnson acknowledged that W. Warner, DPCD Director, also considered two years per phase to be somewhat ambitious. S. Englehardt inquired into the possible use of State Department of Transportation monies for the project. M. Johnson responded that the department considered those monies to be an unlikely source of funding for the project given previous attempts, discussions, and application procedures. A. Marino asked if the annual \$528,000 figures for CDBG awards was realistic. M. Johnson replied that it was since CDBG monies increase each year. A. Marino noted that under the terms of the spreadsheet, it would still be almost a ten-year process to complete the project, even assuming successful 108-funding for all three phases. Why not go for a larger amount? J. Robinson responded that a larger amount would require going to referendum. M. Johnson added that he was worried a referendum on the issue wouldn't pass, so they were keeping the loan amounts below \$500,000.

Committee members voiced general support for the idea of expediting the plan, and funding for it, beyond the reach of the Section 108 loan mechanism. Committee members directed M. Johnson to request W. Warner to return to the committee at a future date to discuss alternative funding sources or strategies for applying for a larger 108 loan. M. Johnson said he would.

A. Marino moved to approve the Section 108 Loan proposal for Phase II of the Redevelopment Plan.

B. Plum seconded the motion.

The committee approved the loan unanimously.

There being no further business, the meeting adjourned at 5:45 P.M.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Munro W. Johnson', written over a horizontal line.

Munro W. Johnson  
Community Development Specialist

City of Middletown

Application for Section "108" Loan  
Guarantee Assistance – Miller and Bridge Street  
Redevelopment Project

Project Narrative

A. Community Development Objective

The proposed project will provide funds to acquire property, relocate residential, commercial and institutional occupants and demolish the structures in this neighborhood.

In 1998 a study was completed by Yale University which concluded that improved accessibility was essential to the revitalization of the neighborhood.

In 1999 the City subsequently completed a comprehensive review of this neighborhood to determine its viability for future residential re-use.

The findings contained in those reports and in the City's Miller and Bridge Street Redevelopment Plan (Aug. 99) identified this neighborhood as generally not conducive to future residential use.

Parts of this analysis found that all buildings in this neighborhood are located in the 100-year flood plan. All of the residential buildings in this area are within 100 feet of an active rail line and some are within 40 feet. All of the homes on Bridge Street are within 100 feet of Rte 9, a heavily used State limited access highway and some are within 60 feet.

Further, the neighborhood has been identified as a carbon monoxide "hot spot", a serious health risk for the families and the 72 school age children living in them.

The project is consistent with the City's Consolidated Plan, September 1, 2000 to August 31, 2005, portions attached.

B. Compliance with National Objectives and Eligibility

The project is eligible under the criteria set forth at 24 CFR 570.208(b)(1) and is eligible pursuant to 24 CFR 570.703(a)(d)(e) and (f)(1).

The project is located within Census Tract 5411 which has a LMI percentage of 57.7%. Refer to Map #1.

Further, the area has been identified as a slum and blighted area based on the Redevelopment Plan (portions attached) and other studies (Yale) to meet the criteria of 24 CFR 570.708(b)(1).

C. Project Activity

The City proposes to use Sec. "108" funds to carry out acquisition, relocation, and demolition activities, outlined in the Miller and Bridge Street Redevelopment Plan (Aug. 99) attached in this section.

The total amount of the "108" request is \$300,000. Acquisitions costs will be established pursuant to the Uniform Act and relocation activities and benefits will be carried out following appropriate HUD regulations.

Project costs\* have been identified as follows:

Acquisition	\$204,000
Relocation	\$ 50,000
Clearance	\$ 46,000

\*includes appropriate activity delivery costs.

The project is not expected to generate program income. The City is aware of the requirements of 24 CFR 570.505 governing the future use of real property acquired or improved with CDBG funds.

The City has no anticipated future use of this property.

Repayment is proposed over a ten year period from the City's future CDBG allocations.

Additional security will be provided by the City if required.

This project is part of the City's overall revitalization strategy for this neighborhood and the use of Section "108" funding will support a significant project that is beyond the ability of the City's annual CDBG allocation alone. The project will eliminate substandard and blighting conditions adversely impacting the health and safety of the predominantly LMI households in this area and is consistent with the Con Plan and the City's long term planning goals and objectives.

A location map of the proposed project is attached.

D. Schedule of Repayment

24 CFR 570.704(b)(2)

The City of Middletown will act as Borrower and issue the debt obligations to repay the Section "108" funds solely from future CDBG allocations over the next ten (10) years starting with PY28. Additional security will be provided by the City if required. Repayment is proposed as follows with interest estimated at 6.0% annually.

City of Middletown

Proposed Application for Section "108" Loan  
Guarantee Assistance – Miller and Bridge Street  
Redevelopment Project

Project Narrative

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In 1999 the City subsequently completed a comprehensive review of this neighborhood to determine its viability for future residential re-use.

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Compound Period ..... : Annual

Nominal Annual Rate ....: 6.000 %  
 Effective Annual Rate ...: 6.000 %  
 Periodic Rate .....: 6.0000 %  
 Daily Rate .....: 0.01644 %

## CASH FLOW DATA

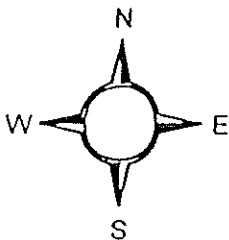
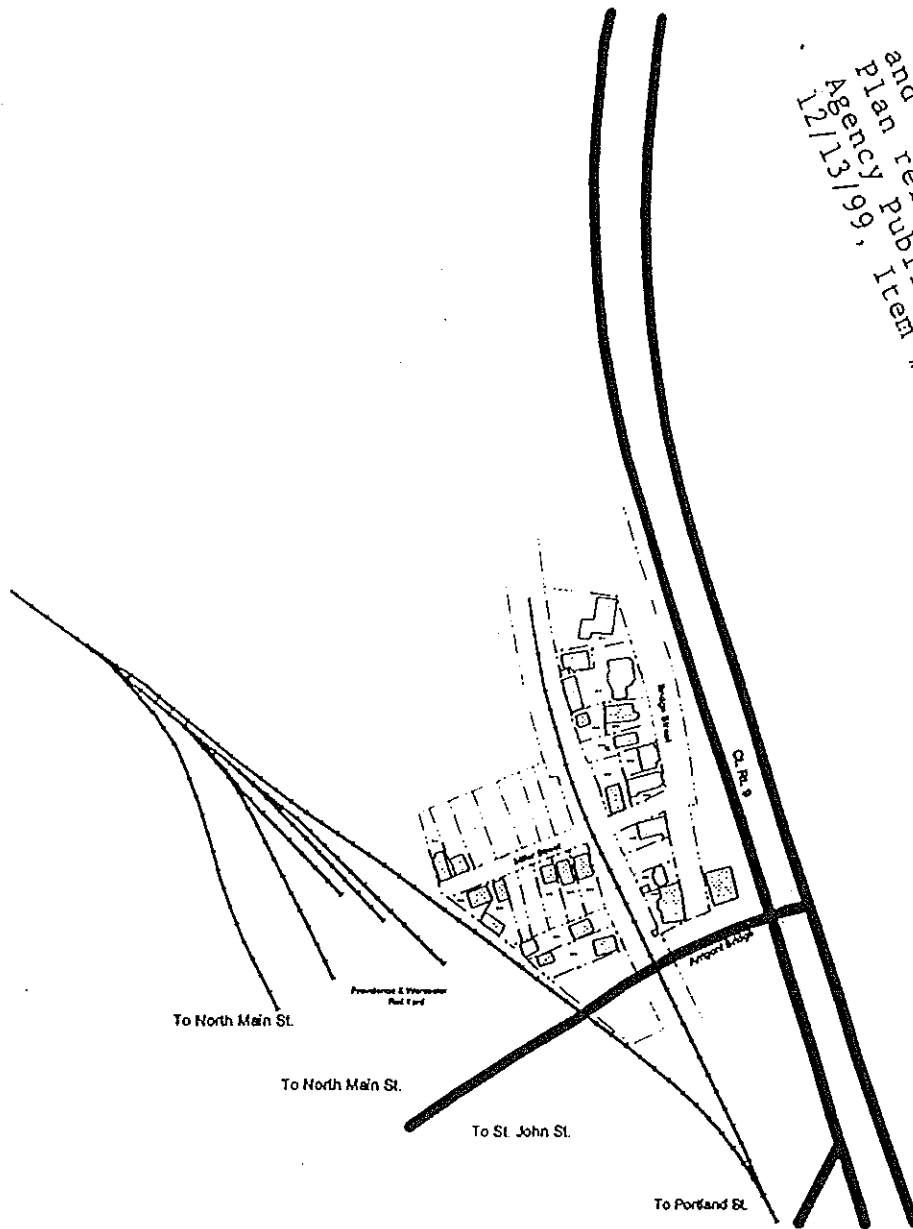
Event	Start Date	Amount	Number Period	End Date
1 Loan	07/01/2002	300,000.00	1	
2 Payment	07/01/2003	40,760.39	10 Annual	07/01/2012

## AMORTIZATION SCHEDULE - Normal Amortization

Date	Payment	Interest	Principal	Balance
Loan 07/01/2002				300,000.00
2002 Totals	0.00	0.00	0.00	
1 07/01/2003	40,760.39	18,000.00	22,760.39	277,239.61
2003 Totals	40,760.39	18,000.00	22,760.39	
2 07/01/2004	40,760.39	16,634.38	24,126.01	253,113.60
2004 Totals	40,760.39	16,634.38	24,126.01	
3 07/01/2005	40,760.39	15,186.82	25,573.57	227,540.03
2005 Totals	40,760.39	15,186.82	25,573.57	
4 07/01/2006	40,760.39	13,652.40	27,107.99	200,432.04
2006 Totals	40,760.39	13,652.40	27,107.99	
5 07/01/2007	40,760.39	12,025.92	28,734.47	171,697.57
2007 Totals	40,760.39	12,025.92	28,734.47	
6 07/01/2008	40,760.39	10,301.85	30,458.54	141,239.03
2008 Totals	40,760.39	10,301.85	30,458.54	
7 07/01/2009	40,760.39	8,474.34	32,286.05	108,952.98
2009 Totals	40,760.39	8,474.34	32,286.05	
8 07/01/2010	40,760.39	6,537.18	34,223.21	74,729.77
2010 Totals	40,760.39	6,537.18	34,223.21	
9 07/01/2011	40,760.39	4,483.79	36,276.60	38,453.17
2011 Totals	40,760.39	4,483.79	36,276.60	
10 07/01/2012	40,760.39	2,307.22	38,453.17	0.00
2012 Totals	40,760.39	2,307.22	38,453.17	
Grand Totals	407,603.90	107,603.90	300,000.00	

# Miller & Bridge St. Redevelopment Plan

This is the final draft of the Miller  
and Bridge St. Redevelopment and Relocation  
Plan referred to in the Redevelopment  
Agency Public Hearing Legal Notice for  
12/13/99, Item #11  
409-855-5678



Bill Warner, Director of Planning,  
Conservation & Development  
August, 1999

## EXISTING PROJECT AREA CONDITIONS

### **Project Area**

The study area is bounded on the east by State Route 9, on the north by the Mattabaset River and the wetlands associated with the Cromwell Meadows State Conservation area, on the west by the rail yard which is state owned but leased on a long term basis to the Providence and Worcester Railroad and on the south by railroad tracks and the right of way for the Arrigoni Bridge.

The project area contains twenty (29) lots, twenty-two (22) principal buildings, thirty-six (36) residential units, one (1) church and one (1) full service restaurant.

Figure 3 displays the study area in relation to surrounding environs.

### **Roads**

The only public roads within the study area are Miller and Bridge Streets. Bridge Street runs parallel to State Route 9 and terminates at its southerly end at a pedestrian/emergency rail crossing at Portland Street. Bridge Street terminates at the northerly end in a turnaround just prior to reaching the Mattabaset River. Miller Street runs perpendicular to Bridge Street. From Bridge Street it rises quickly to a crossing of the Providence and Worcester rail line. This rail line is proposed to run to Hartford. The grade in this area is in excess of 10 percent. It then drops back down on the westerly side of the track. This "hump" in the road causes poor visibility at the rail crossing and makes it difficult for maintenance and emergency vehicles to access the western end of Miller Street. Miller Street terminates at the Providence Worcester Railyard. There is no turnaround at the end of Miller making turning movements difficult.

### **Utilities**

The area is serviced with all utilities common to an urban setting. Buildings are serviced by city water and city sewer. Electric, phone and cable television is also available via above ground poles and wiring. The area is in the city sanitation district and the City Fire District.

### **Rail Lines**

The operation of an active railroad is a major land use in and around the study area. The main line between Middletown and the Mattebaset Treatment Plant, and in the near future Hartford, bisects the study area. The rail line to the businesses on CT. Route 3 forms the study areas western boundary. At the southern extreme of the study area is the point where trains can switch from the Hartford line to the State Route 3 line. From this point trains can continue southerly to Pratt and Whitney Aircraft or southwesterly to New Haven, or easterly across the river to Portland.

### **Wetlands and Watercourses**

Development within areas designated as wetlands and watercourses and a fifty- (50) foot buffer around these areas is carefully regulated by the Inland Wetland and Watercourses Agency. The presence of wetlands and watercourses represents a severe development constraint to any activity in the northern extreme of the study area.

Figure 4 displays the wetlands and watercourses located within the study area.

### **Flood Areas**

The areas displayed as flood plain are those areas, which are located within the 100-year flood plain. This flooding is due to backwater from the Connecticut River during the annual spring freshet. The Planning and Zoning Commission carefully regulates areas displayed as flood plain. Any development within the flood plain requires the

granting of a special exception from the Planning and Zoning Commission. Residential development is prohibited in the flood plain. During the hearing process the applicant is required to show that the building will be above the flood elevation and that proper compensation for the lost storage capacity has been provided on site so as to not increase flooding on adjacent properties. Considering the difficult permitting process, the required flood insurance and the relative undesirability of property located in the 100 year flood plain, the existence of flood plain on a property represents a severe development constraint.

Figure 5 displays the extensive area of flood plain within the study area.

#### City and State Property

Figures 6 and 7 display those areas owned by the City of Middletown and the State of Connecticut. The majority of the State land is leased to the Providence and Worcester Railroad. The City land includes Roosevelt Park and properties acquired through tax foreclosure.

#### Existing Plan of Development Designation and Zoning Designation

The city's Plan of Conservation and Development includes a future land use plan. This plan was last updated in 1976. This plan designates the area high density residential. The city's Zoning Map for the area designates the Bridge Street area as Riverfront Recreation (RF) and the Miller Street area as Mixed Use (MX).

#### EXISTING STRUCTURAL CONDITIONS

A survey of exterior structural conditions was conducted of the 23 buildings in the Project Area. As a result of the survey, each of the buildings was classified in one of the following five categories:

- Sound condition
- In need of minor repairs or adjustments
- In need of significant repairs; one or more deficiencies requiring significant rehabilitation.
- A combination of major deficiencies requiring reconstruction.
- Major defects not suitable for rehabilitation or reconstruction.

The results of the building condition assessment for the entire area are shown in Table 5.2

The original Structural Condition Survey as conducted by the Building Department with exterior conditions only. The updated structural conditions map also includes knowledge of interior conditions, using the resources of the City Health Department. Full code compliance inspection (Connecticut Fire and Life/Safety and Middletown Housing Code) may indicate additional significant structural and/or other deteriorating conditions within the structures.

TABLE 5.2

Table 5.2 includes a breakdown of structural conditions of all buildings in the Project Area.

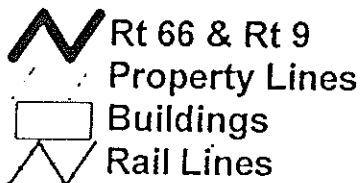
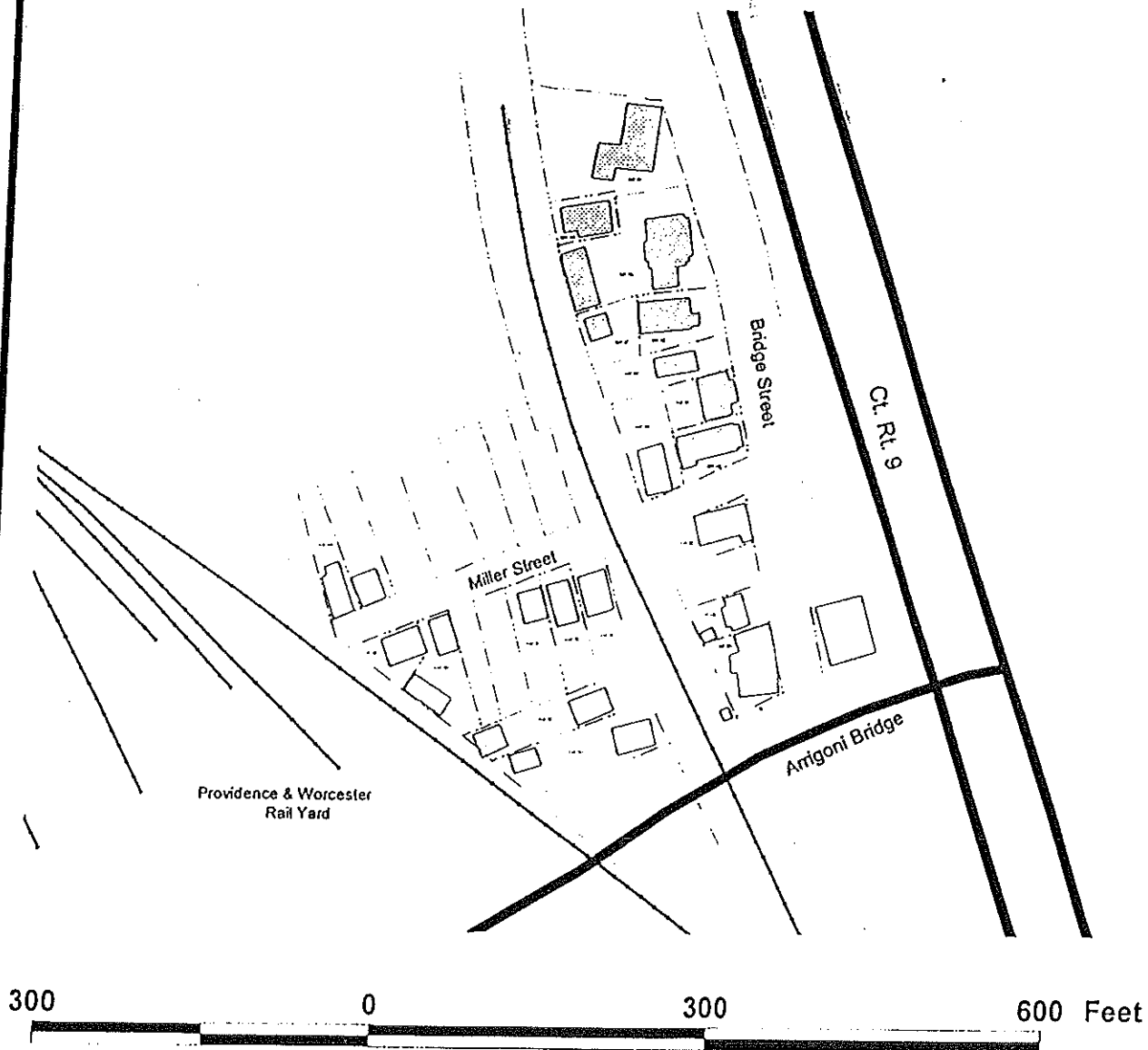
#### EXISTING BUILDING CONDITIONS

(Entire Project Area)

North End/CBD Project Area

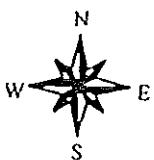
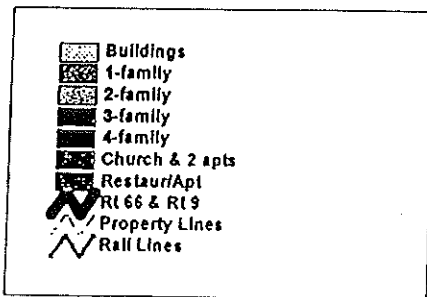
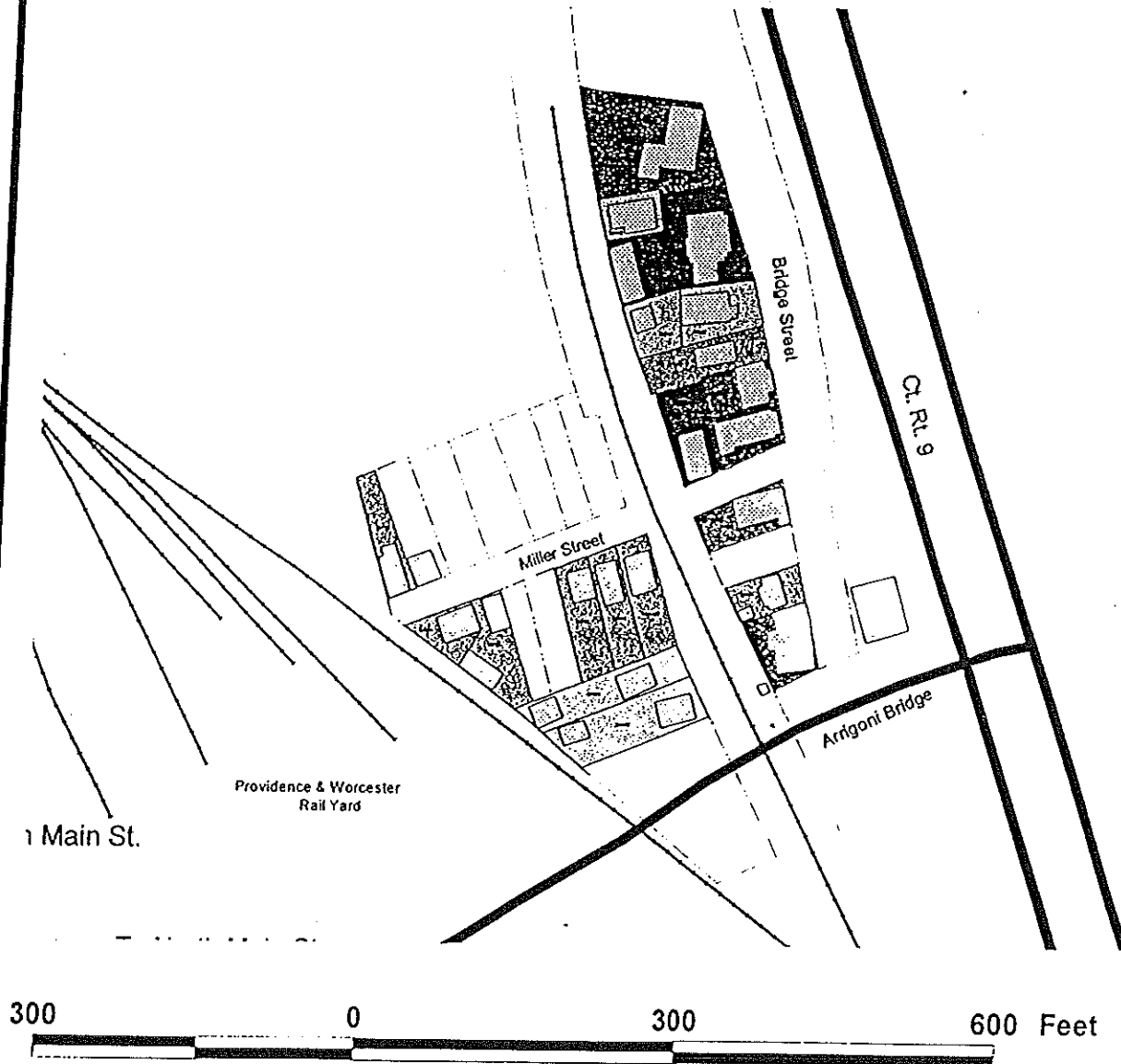
<u>Building Conditions</u>	<u>No. of Buildings</u>	<u>Percent</u>
Sound Condition		
In need of minor repairs		
In need of significant repair		
Combination of major deficiencies		

# Miller & Bridge Project Area



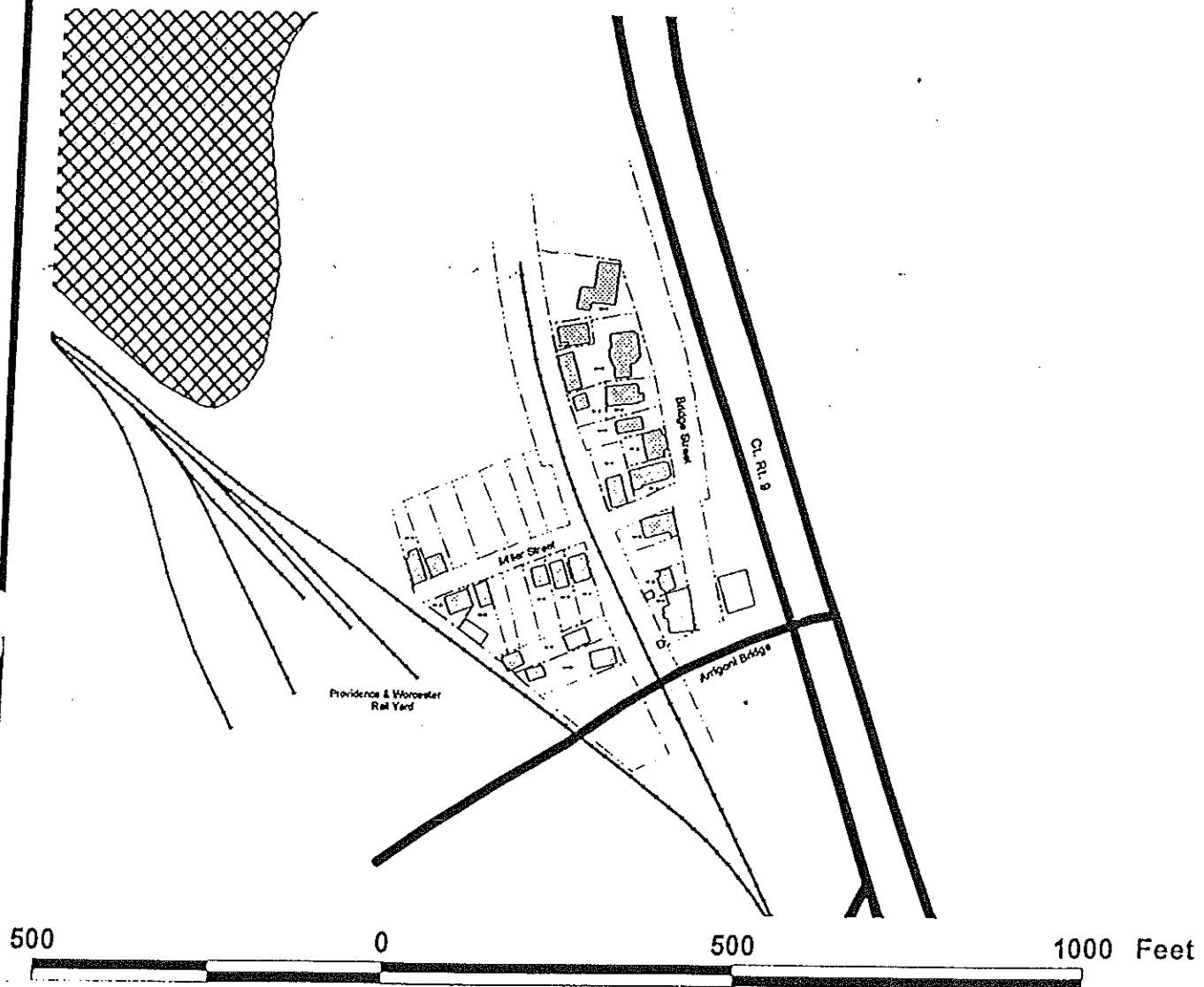
Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.


# Miller & Bridge Existing Land Use



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

# Miller and Bridge Wetlands Map

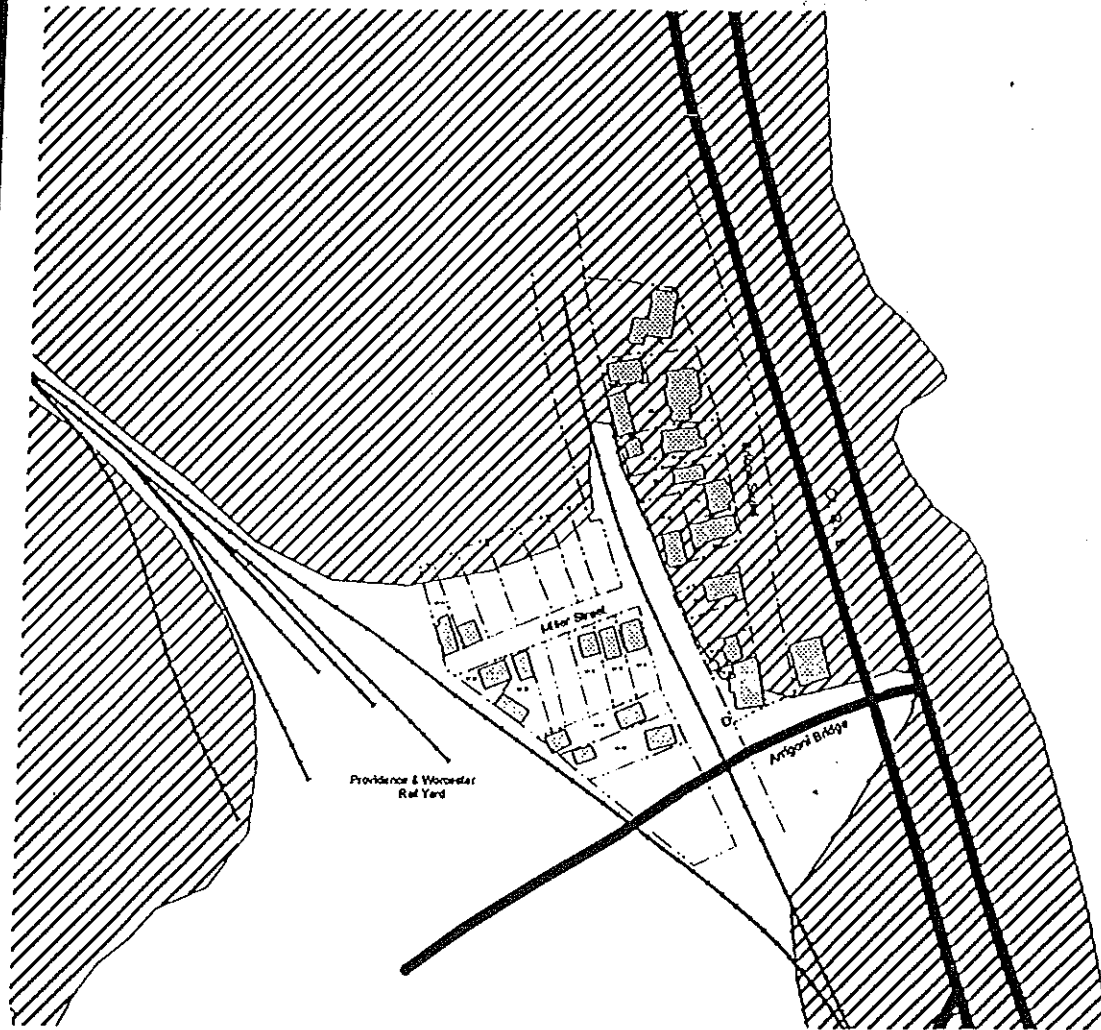


-  Rt 66 & Rt 9
-  Property Lines
-  Buildings
-  Wetlands
-  Rail Lines

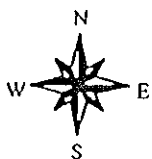
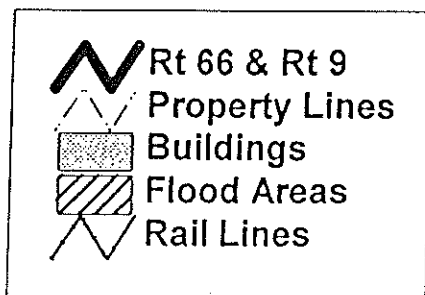


Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

# Miller and Bridge Flood Areas

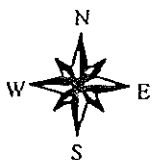
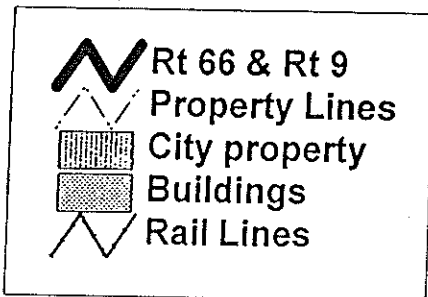
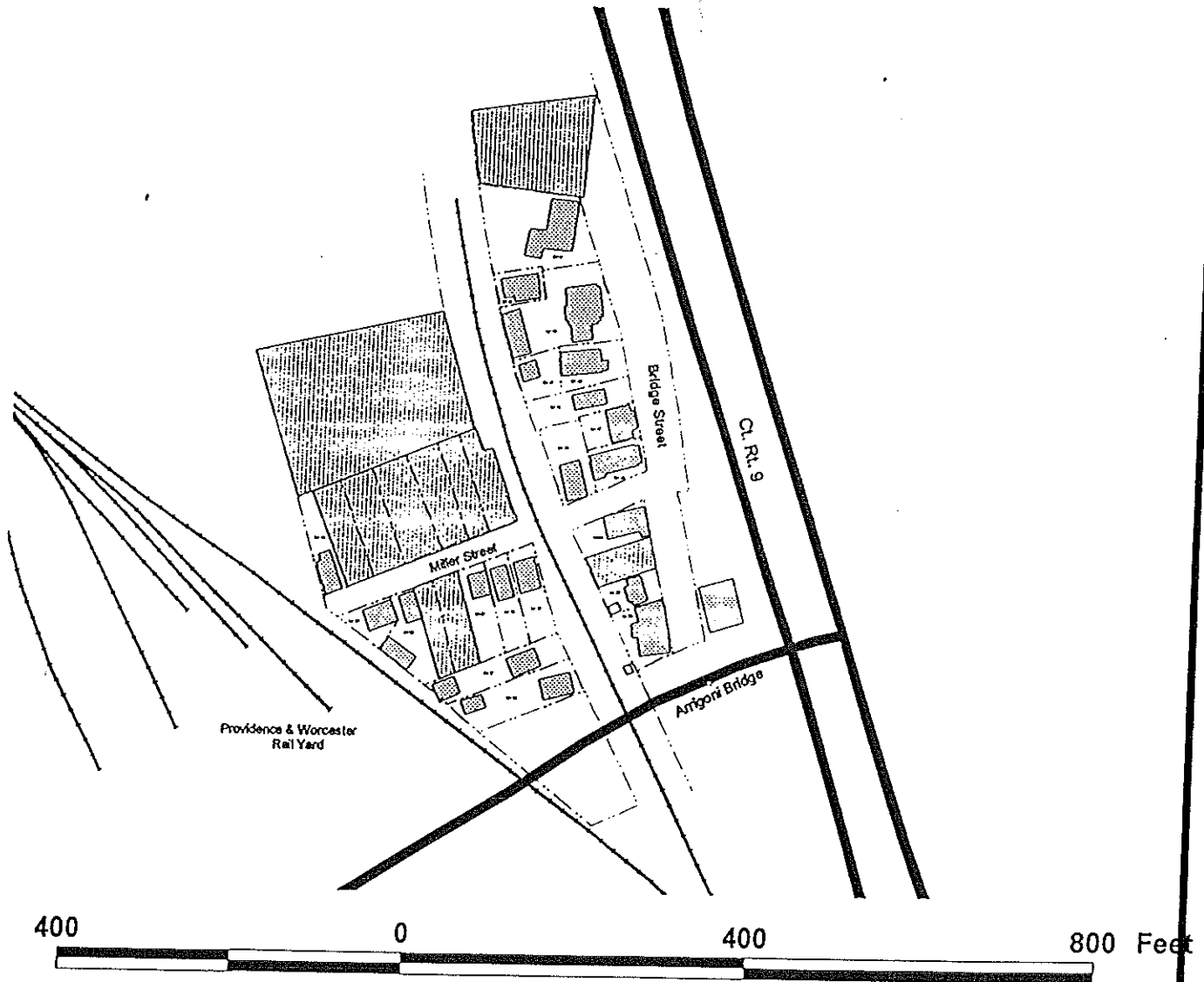


500 0 500 1000 Feet



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

# Miller & Bridge City Property



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

Major defects not suitable  
for rehabilitation or  
reconstruction

TOTAL

Condition Type and Use of Structures

<u>Address</u>	<u>OWNER</u>	<u>Type of Unit</u>	<u>Use</u>	<u>Condition</u> Good/Fair/Poor
12 MILLER ST	JANIS DAVID J & MORELAND DALE W	Four family	Rental	Poor
15 MILLER ST	EVANS PETER C SR & JOYCE A	Single Family	Owner Occupied	Good
17 MILLER ST	JONES SADIE MAE	Single Family	Rental	Good
19 MILLER ST	TURNER ERENCE P	Single Family	Owner Occupied	Fair
25 & 27 MILLER ST	RICHMOND JOAN AKA RICHMOND	Two Single Family Homes	Owner Occupied	Poor
31 MILLER ST	KILGORE BRUCE R	Single Family	Owner Occupied	Fair
50 MILLER ST	BOWERMAN JAMES JR	Single Family	Rental	Good
77 MILLER ST (REAR)	HART GERALD & ROPER REID	Two Family	Rental	Fair
79 MILLER ST (REAR)	HART GERALD & ROPER REID	Two Family	Rental	Fair
121 BRIDGE ST	WELCH, PETER	Three family	Rental	Fair
125 BRIDGE ST	MCARTHUR RAYMOND L	Three family	Rental	Poor
127 BRIDGE ST	DALESSANDRO SALVATORE &	Single Family	Rental	Poor
129 BRIDGE ST	DALESSANDRO SALVATORE &	Two Family	Owner Occupied	Poor
135 BRIDGE ST	LITTLE BENJAMIN	Three family	Owner Occupied	Fair
133 BRIDGE ST (REAR)	ALFREDOS RIVERSIDE REST INC	Two Family	Rental	Poor
141 BRIDGE ST	ALFREDOS RIVERSIDE REST INC	Restaurant/apar tment	Rental	Good
115 BRIDGE ST	MOUNT HOPE F.B.H. CHURCH	Church/two apartments	Rental	Poor
109 BRIDGE ST	ROSS DAWN S	Single Family	Owner Occupied	Poor
103 BRIDGE ST	LILJEDAHL GILLIS JR(EST) JOANNE T (EXEC)	Three family	Rental	Good
		Units -21		

### Project History

The primary concern impacting the viability of the neighborhood is its lack of connection to the City in that the neighborhood is bounded on the north by wetlands, on the west by railroad tracks and on the east and south by Route 9 and railroad tracks. Currently a consensus exists that safe and convenient access to the neighborhood is unavailable and the current access from Route 9 has been previously identified as one of most dangerous intersections in the State of Connecticut.

In May of 1998 the Yale School of Architecture in conjunction with the North End Action Team (NEAT) conducted an exhaustive two-day charrette planning process. One of the conclusions of the charrette was that the Miller and Bridge Street neighborhood could not be viable without improved access. This process included the development of four options to improve access to the Miller and Bridge Street neighborhood.

On the Common Council meet to determine the fate of four buildings in the Miller and Bridge Street neighborhood which the city acquired through tax foreclosure. At that meeting NEAT demanded that the Common Council address the safety issues in the neighborhood. NEAT felt that access must be improved or the residents of the neighborhood must be compensated for their properties and relocated out of the neighborhood in a fair and equitable manner.

Based on this meeting the Mayor and the Common Council concluded that the time had come to address the Miller and Bridge Street problem.

The Mayor and the Economic Development Committee instructed the Director of Planning to convene a meeting of the long dormant Redevelopment Agency. The Redevelopment Agency's charge was to determine if any of the access options presented by the Yale School of Architecture were feasible and if so to determine a proper course of action to implement an access solution. If the proposed access options were deemed unfeasible the Agency was to utilize its redevelopment powers to acquire the properties and relocate the residents, the church and the restaurant.

### The Redevelopment Agencies Involvement

On April 12, 1999 the Redevelopment Agency convened an organizational meeting. At this meeting the Agency addressed organizational issues, reviewed the statutes relating to redevelopment and began a discussion of the Miller and Bridge Street neighborhood and the access solutions proposed by Yale.

On May 10, 1999 the Agency meet a second time to walk the neighborhood and discuss the access options. The agency then reconvened back at City Hall and conducted a discussion with the public and then listened to a presentation from the Director of Planning discussing previous studies and a more detailed discussion of the access options.

### Previous Studies

The Director indicated that previous studies have concluded that improved access must be provided or the neighborhood will continue to deteriorate.

- The 1978-80 file on the neighborhood resulted from a desire to discontinue REHAB loans to the area and to convert the park to industrial. While severe blight was documented the Council refused to discontinue loans. It appears that the city concluded that the state's plans to improve the Rt.9 interchange would improve access to the neighborhood;
- The 1988 North End Task force study concluded that access needed to be addressed, but gave no alternatives;
- The subsequent 1989 Urban Renewal Plan for the north end did not include this neighborhood; and
- The 1998 Yale study concluded that improved access into the neighborhood is essential to the revitalization of the neighborhood. The Yale Study gave four alternatives.

### Proposed Access Options

The four access options proposed by Yale are displayed in Figure 2 and are described as follows:

#### Option 1

350 ft. road construction	\$ 70,000
1 Major rail crossing	\$ 200,000
3 rail siding crossings	\$ 150,000
<b>TOTAL</b>	<b>\$ 420,000</b>

#### Option 2

700 ft. road construction	\$ 140,000
2 major rail crossings	\$ 400,000
Bridge & topography issues	\$ 500,000 (at least)
<b>TOTAL</b>	<b>\$ 1,040,000</b>

### Option 3

1400 road construction	\$ 280,000
<u>2 major crossings</u>	<u>\$ 400,000</u>
TOTAL	\$ 680,000 (major flood plain concerns)

### Option 4

200 ft. road reconstruction	\$ 30,000
<u>1 major crossing upgrade</u>	<u>\$ 100,000</u>
TOTAL	\$ 130,000

- Option 4 requires a special act of legislature. Significant opposition from the DOT, the railroad and residents of Portland Street is predicted. If the city were to open Portland Street, they would most certainly have to close the Rt. 9 access to Bridge St. this would be a major impact on the restaurant. Almost 100% of Bridge Street is in the floodplain and could be underwater which would block emergency access. The Yale study concludes that this option alone is not an acceptable option.

On May 10<sup>th</sup> the Agency determined that three (3) of the four (4) options were not feasible and made a preliminary determination that the Miller Street section of the neighborhood did not appear to be viable.

### Option 4

The Yale study concluded option 4 alone was not an "ideal solution". It stated that:

*"The neighborhood becomes a quarter mile long, convoluted dead end street starting at the intersection of Portland and St Johns Street..."*

Regardless of this conclusion, the agency questioned if the fourth access option via Portland Street over the rail line was viable. Prior to making a final decision on this alternative the Agency requested the following additional information;

- Cost/Benefit Analysis;
- Information from the DOT regarding opening the Portland Street railroad crossing;
- Commentary from the Public Works Department.

On June 14<sup>th</sup>, 1999 the Agency met and received the requested information from the Director of Planning.

The Director indicated that prior to discussing actual costs it was be important to discuss if the Bridge Street neighborhood has the potential to be a viable residential neighborhood.

The Director pointed out that the neighborhood developed before the highway, before the rail line to Hartford, before the impacts or air and noise pollution were appreciated and before the federal government regulated flood plains. He indicated further that:

- There are 11 structures on Bridge Street. These structures contain 36 residential units, one (1) restaurant and one (1) church.
- All of these buildings are located in the 100-year flood plain. New residential structures are prohibited in the 100-year flood plain.
- All of the houses on Bridge Street are within 100 feet of the rail line some are within 40 feet. The DOT indicates that traffic will be increasing significantly on this rail line.
- All of the houses on Bridge Street are within 100 feet of the highway some are within 60 feet. Air pollution has always been an issue in the downtown area. This neighborhood is in a carbon monoxide "hot spot". The primary urban design strategy to avoid the negative effects of air pollution is to separate residential from the pollution source, idling cars.
- There are, currently 22 school age children living in these conditions.

Regardless of the access issue, the Director presented the following two questions to the Agency:

- 1.) Should this area be planned for residential? and
- 2.) Is this an area that is realistically going to attract reinvestment for residential purposes?

The Director felt that, even with good access to this area, the area is inappropriate for residential uses and the city should not be promoting this area as an affordable housing option to the city's lower income population.

The Director then indicated that the City is the single largest property owner and Miller Street produces \$9,163 in taxes and Bridge Street produces \$11,980 in taxes. Together the neighborhood produces \$21,143 in taxes per year.

The Board of Education indicated that there are 22 public school children in the neighborhood. The Board has indicated that an education in the public school system costs approximately \$7,500 per child per year. This translates into a cost to taxpayers of \$165,000. Other costs would be snow plowing, police and fire protection, police overtime and road maintenance and repair.

### Input from Department of Transportation

Randy Ike of the *DOT Traffic Engineering - Rail Highway Crossing Division* indicated that an at grade rail crossing over a main line needs a special act of the legislature and DOT tends to oppose them because of how dangerous they are.

Mr. Ike then referred the Director to Robert Seaman of the *DOT Rail Regulatory Division*. Mr. Seaman indicated that the current crossing exists as a result of a special act and is restricted to a pedestrian and emergency crossing only.

Because of this restriction, another action by the legislature would be required to open to a full-blown crossing. In Mr. Seaman's opinion The *DOT Rail Regulatory Division* would be opposed to opening the Portland Street crossing.

Mr. Seaman went further to indicate that an opening would require a widening of the roadway, moving the instruments and new gates. He indicated that if the widening went into the point where the train's wheels switch from one track to another rail relocation would be required which could be very costly considering the slopes in the area.

He indicated that the Rail Regulatory Division would be fully in favor of closing the Portland and Miller Street crossings totally. He indicated the amount of freight through the area would be increasing significantly in the near future. Freight from New Haven will go through Middletown directly to Hartford. Rail lines in Cromwell, Rocky Hill and Wethersfield are being reconstructed to facilitate this movement of freight.

The Providence and Worcester Railroad and the city's Department of Public Works submitted written commentary seriously questioning the Yale options and opening the Portland Street crossing to vehicular traffic.

After this presentation the Agency approved a motion instructing staff to prepare a "resolution of finding that the neighborhood is not viable as a residential area".

### Resolution of Findings

On July 12, 1999 the Redevelopment Agency approved the following resolution:

*WHEREAS, the Redevelopment Agency of the City of Middletown is committed to preserving and enhancing viable neighborhoods which contribute to the City's affordable housing stock; and*

*WHEREAS, the Redevelopment Agency is committed to providing a decent and affordable living environment for all of its residents and in particular, its children; and*

*WHEREAS, the viability, suitability and safety of living in the Miller and Bridge Street neighborhood has been in question for several years; and*

*WHEREAS, the primary concern impacting the viability of the neighborhood is its lack of connection to the City in that the neighborhood is bounded on the north by wetlands, on the west by railroad tracks and on the east and south by Route 9; and*

*WHEREAS, safe and convenient access to the neighborhood is currently unavailable and the current access from Route 9 has been identified as one of most dangerous intersections in the State of Connecticut; and*

*WHEREAS, the Yale School of Architecture has conducted an extensive study of the north end including the development of various access options; and*

*WHEREAS, it was determined that the access options were not feasible and/or practical; and*

*WHEREAS, the Connecticut Department of Transportation and the Providence and Worcester Railroad have indicated that these options are unacceptable from a safety perspective; and*

*WHEREAS, the City continues to acquire properties through foreclosure in this neighborhood indicating a disinvestment in the area; and*

*WHEREAS, the presence of an active railroad and the highway creates hazardous and unhealthy conditions, including air and noise pollution; and*

*WHEREAS, the sale of drugs and other illegal activities have increased in the neighborhood; and*

*WHEREAS, the City has invested heavily in the neighborhood through the Residential Rehabilitation program only to see an accelerated deterioration in the same properties;*

*NOW THEREFORE BE IT RESOLVED that the Redevelopment Agency has found that the area is no longer viable or suitable for residential purposes and that the agency intends to develop a formal Redevelopment and Relocation Plan for the area; and*

*BE IT RESOLVED FURTHER that the Agency intends to identify and work directly and pro-actively with and for the residents of the Miller and Bridge Street neighborhood to facilitate their relocation in a fair and equitable manner to a more suitable living environment in the City of Middletown; and*

*BE IT RESOLVED FURTHER that the Redevelopment Agency will encourage the city to demolish vacant properties acquired through tax foreclosure and will seek to acquire vacant properties on the open market; and*

*BE IT RESOLVED FURTHER that the Redevelopment Agency will encourage the city to fully and aggressively enforce its codes and laws to force absentee landlords to provide safe housing to residents until that time when all residents have been relocated.*

### **Proposed Land Uses**

Due to conflicts with flood areas, rail operations and poor to no access, this plan is not advocating any new land uses. This plan and *Downtown Vision 2000 and Beyond* recognize the value of enhancing the most prominent gateway into Middletown. Therefore, it is recommended that after demolition no new construction occur in the Bridge Street area. This land should be carefully landscaped and could potentially accommodate a bike path heading into the Cromwell Meadows and other types of passive recreation such as a dog park, canoe launch and possibly an emergency boat launch.

Due to the areas' adjacency to the rail yard, the Miller Street area should be marketed for rail dependent economic development opportunities in conjunction with the Providence Worcester Railroad.

The State Department of Transportation is currently studying the Route 9 interchange at Hartford Avenue and the Arrigoni Bridge. The land, which the city acquires, may be an integral part of the states plans to improve the interchange. In this case the city should insist in an enhanced gateway and direct access to the downtown and the north end industrial area.

### **Benefits of Implementing Proposed Land Use Plan**

1. Beautification of major gateway into Middletown;
2. Elimination of a hazardous intersection at Ct. Rt.9;
3. Elimination of two dangerous at grade rail crossings;
4. Possibilities for a bike path, canoe and boat launch and other types of passive recreation;
5. Relocating residents out of a blighted area;
6. Removal of residential units from an area of known or suspected environmental contamination;
7. Relocation residents away from sources of noise and air pollution
8. Removal of homes currently located in the 100 year flood plain; and
9. A section of the acquired property could play an important role in the State Department of Transportation's plans for a reconstruction of Rt. 9 which would eliminate hazardous conditions on Rt. 9.

### **Proposed Plan of Development designation and Zoning Regulations**

In accordance with the proposed land uses this Redevelopment Plan recommends that the Planning and Zoning Commission amend its Future Land Use Plan and Zoning Map in the following manner:

- Designate the Miller Street area as industrial on the future land use plan;
- Designate the Bridge Street area as open space on the future land use plan;
- Retain the Riverfront Recreation (RF) zoning along Bridge Street and change the Mixed Use (MX) zoning in the Miller Street to Industrial Redevelopment Area (IRA).

### **Acquisition and Clearance**

The procedure of acquisition, relocation, clearance and redevelopment by the Agency is applicable to all four (4) phases of the project. Acquisition, relocation and clearance is applicable where necessary to achieve one or more of the following:

- Removal of buildings that are structurally substandard to a degree requiring clearance or that have a number and type of other deficiencies which in combination can be remedied only by modification or replacement of major parts of or all of the basic structure;
- Removal of conditions having a blighting influence; or
- Assembly of land for redevelopment, and other plan objectives.

To achieve such purposes, properties acquired may consist of two or more contiguous parcels or may consist of individual properties: The Middletown Redevelopment Agency, upon adoption of this plan, may initiate acquisition of those areas in the acquisition and relocation schedules. The acquisition of property shall be pursuant to Sections 8-128 through 8-133 inclusive of the Connecticut General Statutes. It is recommended that the Redevelopment Agency either form a Real Estate Subcommittee of its members to guide the negotiating process of acquisition or meet as an agency of the whole to review appraisals and to authorize land acquisition offers. When the Agency determines that a particular acquisition area should be acquired, the Agency should cause to have prepared at least two independent appraisals prepared by qualified appraisers as the basis for negotiating for property.

The Redevelopment Agency may acquire real property by eminent domain with the approval of the Common Council of the City of Middletown in accordance with Sections 8-129 through 8-133, inclusive of the Connecticut General Statutes. Once acquired by the Agency, the Agency may clear, repair, operate or insure such property while in its possession or make site improvements essential to preparation for its use in accordance with the approval Redevelopment Project Plan. The estimated market value was determined using the resources of the City of Middletown Tax Assessor's Office. The basis for the estimate is the 1998 re-evaluation figures.

### SCHEDULE OF ADOPTION

1. Forward the Redevelopment Plan to the Planning & Zoning Commission for its study and comments. In addition, request a written opinion of the Middletown Planning and Zoning Commission as to general conformance of the Redevelopment Plan to the Local Plan of Development.
2. Request the written approval of the Plan from the City of Middletown Housing Authority.
3. Hold the required Public Hearing. (Publish legal notice at least twice in newspaper of general circulation within municipality. The first publication shall not be less than 2 weeks prior to scheduled hearing date.)
4. Approval of Plan by Redevelopment Agency by resolution which finds the following:
  - a. The area in which the proposed redevelopment is to be located is a redevelopment area;
  - b. Carrying out the redevelopment plan will result in materially improving conditions within the Project Area;
  - c. Sufficient living and business accommodations are available within reasonable distance of the Project Area or are provided for in the Redevelopment Plan for persons, families and businesses displaced by the proposed improvement, at prices or rental within the financial reach of such persons, families and businesses; and
  - d. The Redevelopment Plan is satisfactory as to site planning, relation to the comprehensive or general plan of the municipality and, except when the redevelopment agency has prepared the Redevelopment Plan, the construction and financial ability of the redeveloper to carry it out.
5. Approval of the Redevelopment Plan by Legislative body.

6. Forward the Relocation Plan to the Connecticut Department of Economic and Community Development for its review and approval by the Commissioner as it pertains to those persons, families and businesses to be displaced by the Relocation Plan.

### DESIGNATION

Urban redevelopment designation is essential for the Project Area described within this document. Chapter 130, Section 8-124 of the Connecticut General Statutes, as revised, contains the requirements for designation based on applicable measures for the definition of urban blight. As the earlier sections of this document demonstrate, conditions of blight are prevalent in the Miller and Bridge Street area. The blighted conditions which exist within the Project Area can only be addressed by legislative action to provide a redevelopment designation and thereby-enable mechanisms to apply the power of eminent domain to the acquisition and disposition of properties to qualified public and/or private organizations under the authority of this Plan.

### FINANCING

Public project funding resources should be assembled from a variety of program sources, which are appropriate for the Miller and Bridge effort. These include but are not limited to, the use of funds from the City's annual Community Development Block Grant entitlement from the U.S. Department of Housing and Urban Development, City General Fund monies, public improvement financing using City bonding and DECD and DOT funding.

### IMPLEMENTATION

Begin with Phase 1 acquisition area. Assemble project funding and secure appraisals. Conduct acquisition and relocation.

Phase 1-Year 2000

Phase 2-Year 2001

Phase 3-Year 2002

Phase 4-Year 2003

As displayed on the acquisition and relocation schedules Phases 3 and 4 are substantial financial commitments. Therefor the Mayor's Office, the Common Council and the Finance Department should be planning now for these future expenditures.

### PROJECT ADMINISTRATION

The administrative responsibilities for this project will rest with the Middletown Redevelopment Agency, as the Designated Development Agency by the Common Council. The Redevelopment Agency has considerable experience with the administrative duties as required by a project of this nature.

The Redevelopment Agency was reorganized in the mid-1980's from ten (10) to sixteen (16) members. In September 1984, the staffing functions of the Redevelopment Agency were brought into the Municipal Development Office situated within the Municipal Building.

Since 1984, the Agency and its staff have successfully marketed a large residential project in the Metro-South Urban Renewal Area and have negotiated with the owners of a parcel of land in the former Center Street Renewal Project Area which is now under development as a State Courthouse facility.

From 1986 to the present, the Middletown Redevelopment Agency has been responsible for the Middlesex Mutual Assurance Development Project with public participation funding coming from the State of Connecticut Department of Economic Development and the City of Middletown. The value of private sector construction in the project area, to date, exceeds \$40.0 Million Dollars. In 1998 the Redevelopment Agency was transferred to the Department of Planning, Conservation and Development. The staff for the Redevelopment Agency also has a great deal of experience in the Community Development Block Grant Program and has a strong relationship with the Mayor and Common Council in the decision-making process that is required in projects of this type.

The administrative duties to be performed during the development phase of this project will consist of; the procedural and legal requirements for the project land acquisition and project land sale negotiation, the coordination of the contract document preparation and bid phase for demolition and the maintaining of required financial records in accordance with the State and Federal regulations.

The Middletown Redevelopment Agency, assisted by the City, will organize and provide the services necessary to facilitate meetings required for various Federal, State and City agency approvals for the proposed project and will provide general project assistance to expedite all project matters that arise.

The Middletown Redevelopment Agency, assisted by City staff, will carry out the day-to-day functions for project administration including contracting for preliminary and final engineering and construction inspection for the project development, overseeing the physical development to verify the extent of development within the project boundaries in accordance with an approved project plan, and making the required submissions to the appropriate State and Federal agencies as may be required by the funding sources.

The legal services required for the various aspects of this project will be the responsibility of the City's Legal Department who will be responsible for all deeds, contracts, title searches and other project-related legal matters. These services will be in accordance with the acquisition and disposition schedules as determined by the Redevelopment Agency.

The staff of the Redevelopment Agency with the assistance of a part time Relocation Officer will also be responsible for implementing the Relocation Plan, which is a part of this document. As

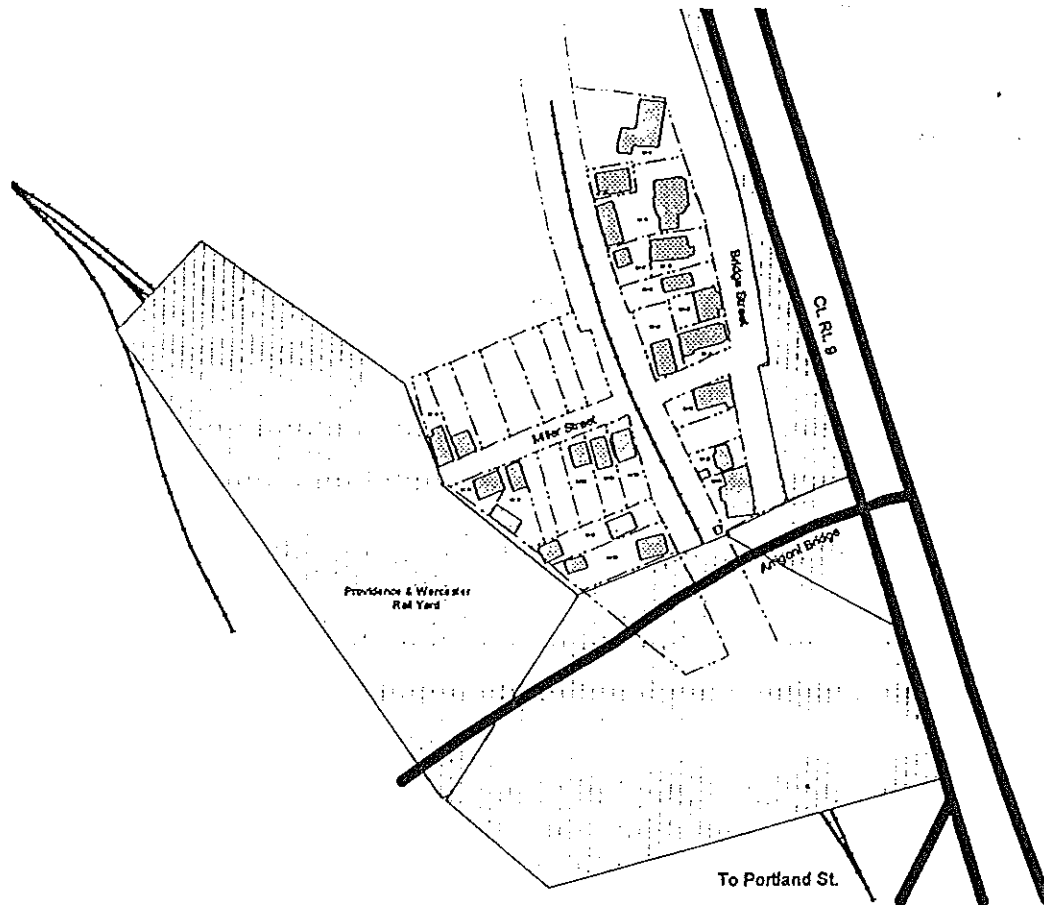
determined by the Mayor and Common Council, other City staff may be required to assist in the relocation effort, particularly where significant numbers of families and individuals are involved.

The Planning, Conservation & Development Office staff presently consists of five (5) professionals with experience, skills and expertise in economic development, housing, planning, public administration, real estate, land use law, historic preservation and grantsmanship. These professionals are backed up by three (3) skilled clerical staff employees with expertise in computer applications, budget and financial processing and capacity out-put on wordprocessors and computers.

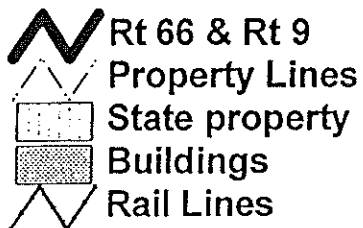
Grant writing/administration and the coordination of projects with many other City departments, departments of the State and Federal Government, and various elements of the private sector are part of the daily fare of the Planning, Conservation & Development Office in their efforts to achieve the City's development goals. Many of Middletown's more significant achievements are initiated through these grants and coordinated project services. Middletown's Planning, Conservation & Development staff members are active in State-wide organizations promoting economic development, community development, planning and preservation.

21

# Miller and Bridge State Property



500 0 500 1000 Feet



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

# Miller & Bridge Yale Access Options

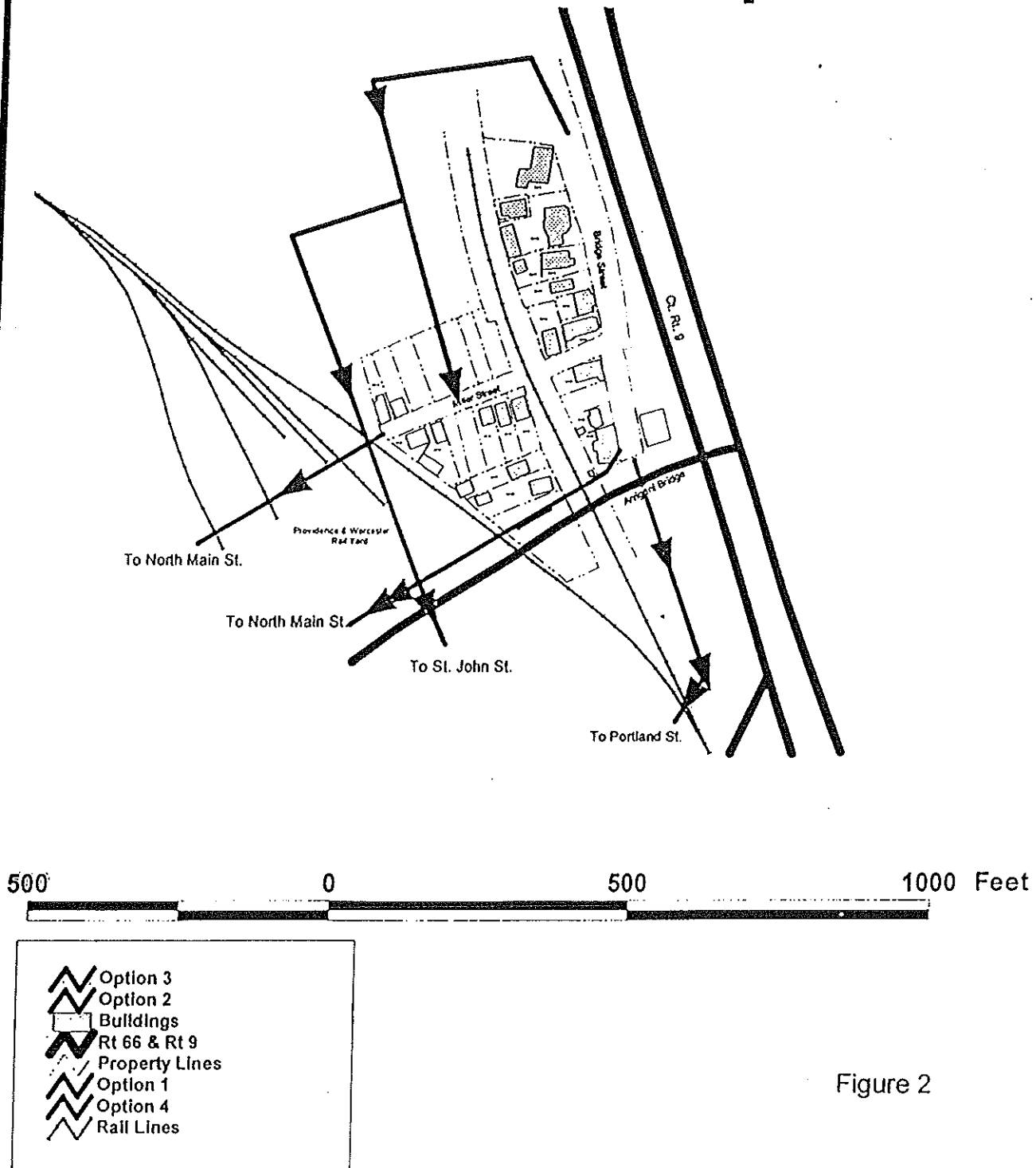
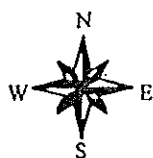
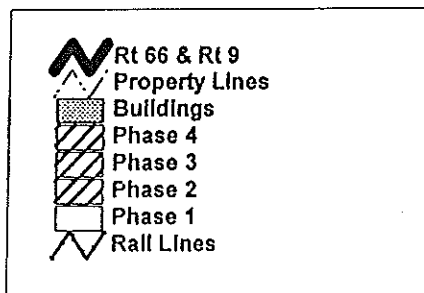
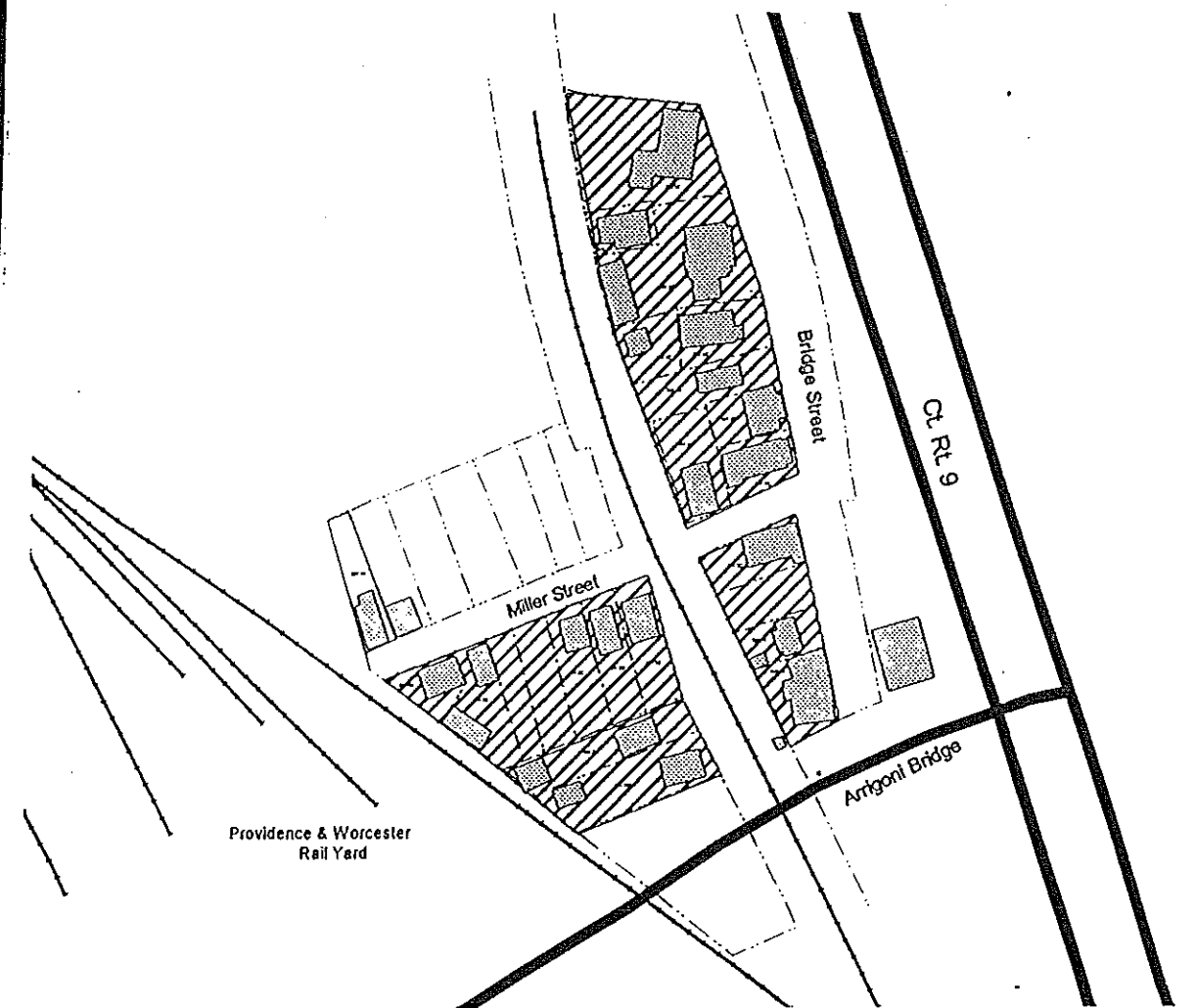


Figure 2

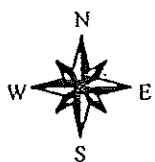
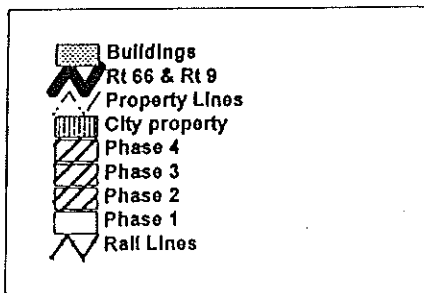
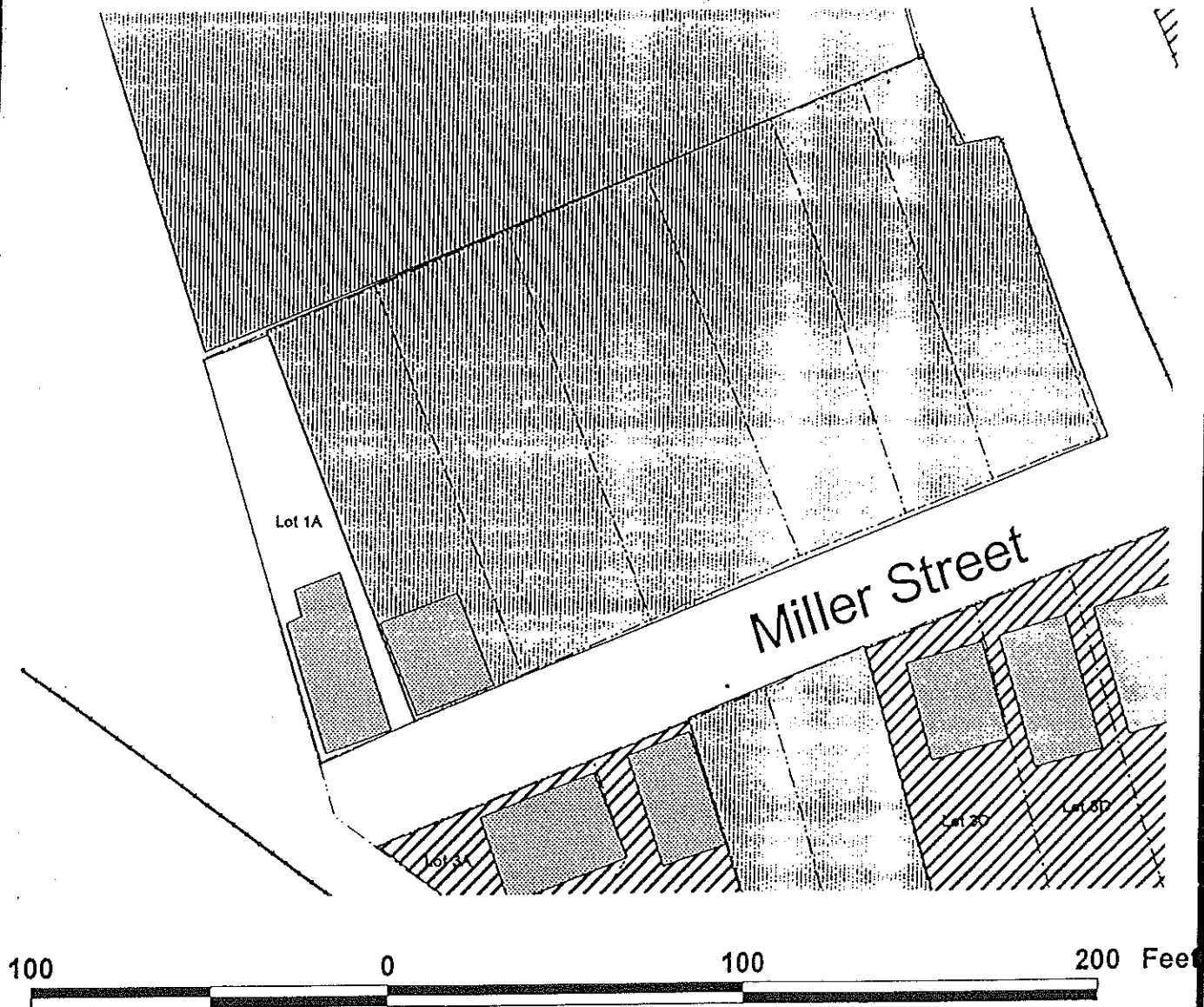


# Miller and Bridge Project Phases



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

# Miller & Bridge Phase 1



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

## PHASE 1

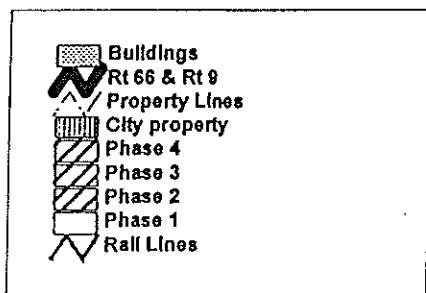


Bowerman James Jr. - 50 Miller St. - Lot 1A - 1 Family - Condition Good

# Miller & Bridge Phase 2



90 0 90 180 Feet



Miller and Bridge Street Redevelopment Project  
Department of Planning, Conservation & Development, Fall of 1999.

## PHASE 2



Liljedahl Gillis Jr.(est) Joann -103 Bridge St.- Lot 2A-3 Family-Condition Good



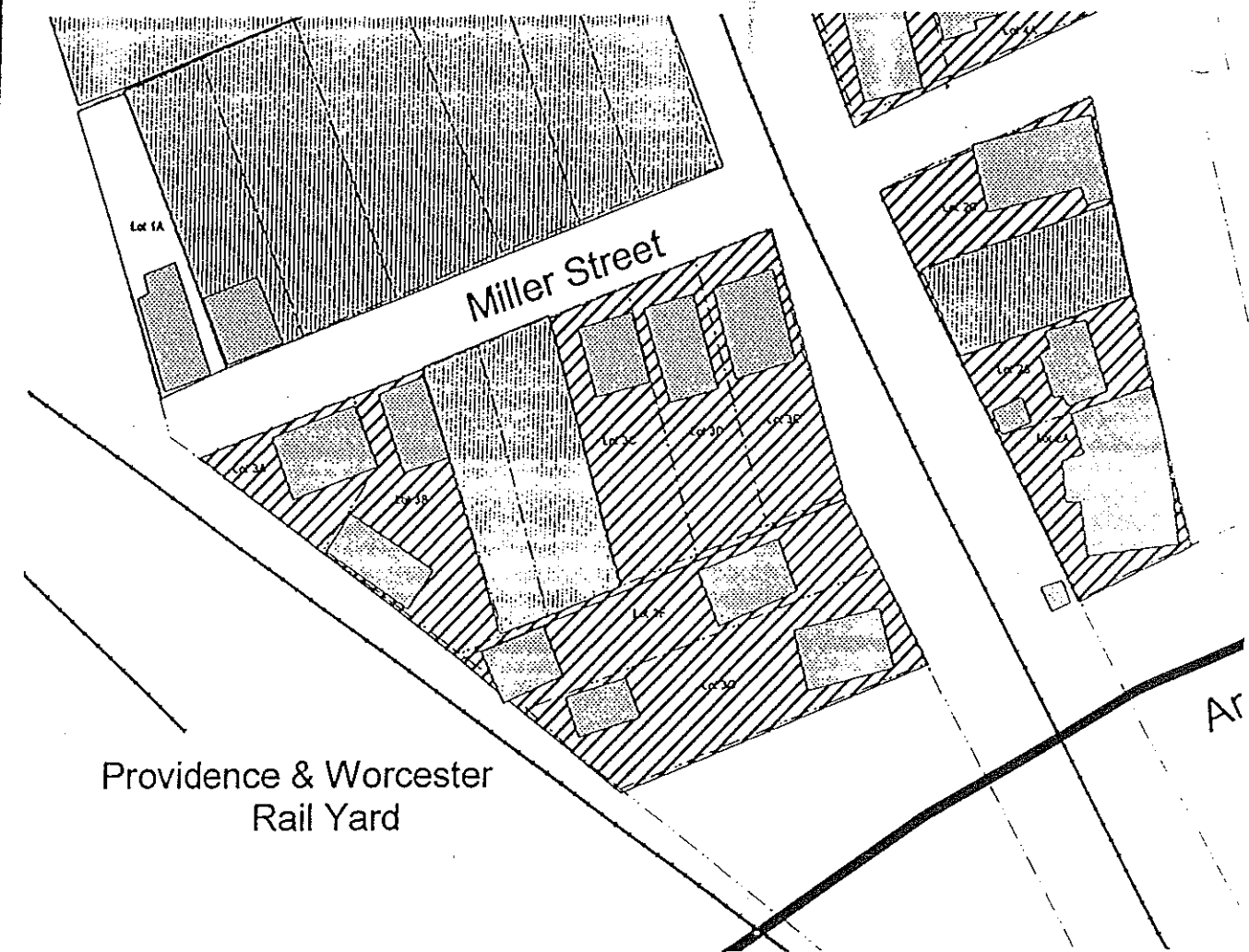
Ross Dawn S - 109 Bridge St.- Lot 2B-1 Family- Condition Poor



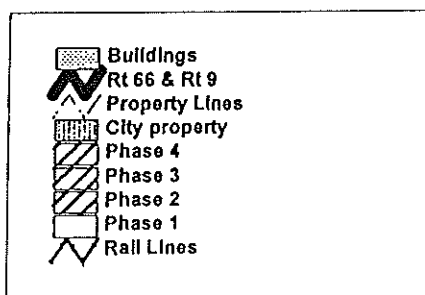
Mount Hope F.B.H. Church-115 Bridge St.-Lot 2C-Use 2&Church-Condition Poor

# Miller & Bridge

## Phase 3



100 0 100 200 Feet



Miller and Bridge Street Redevelopment Project  
 Department of Planning, Conservation & Development, Fall of 1999.

### PHASE 3



Evans Peter C Sr. & Joyce A.-15 Miller St.-Lot 3E-1 Family - Condition Good



Jones Sadie Mae - 17 Miller St. - Lot 3D - 1 Family - Condition Fair



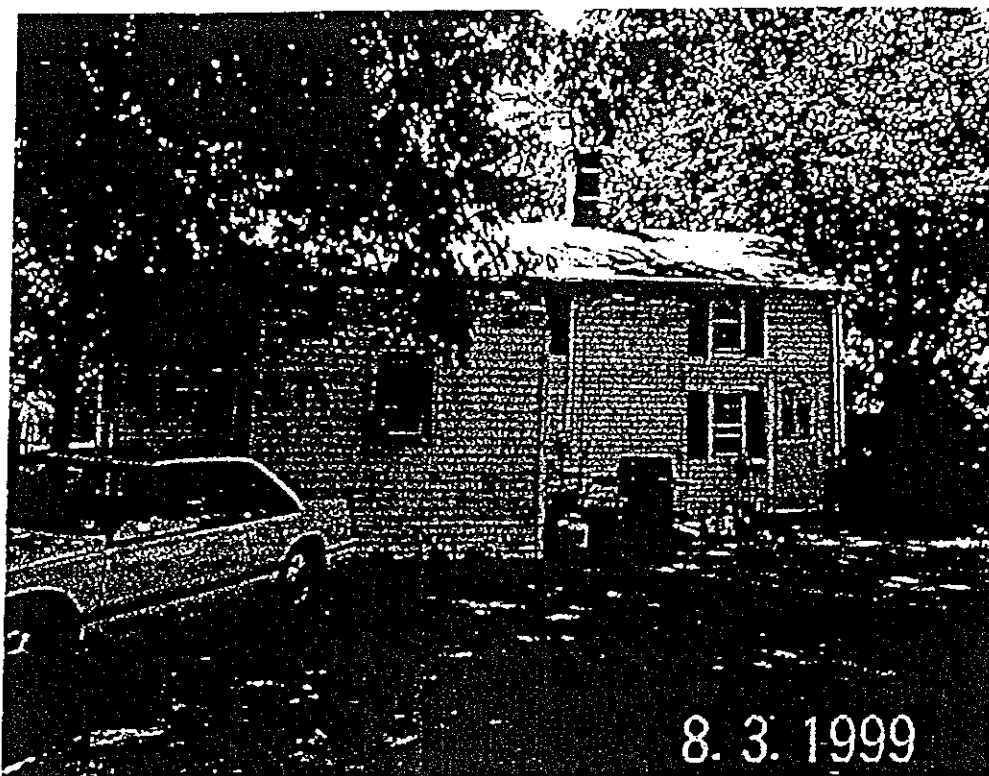
Turner Erence P. - 19 Miller St. - Lot 3C - 1 Family - Condition Fair



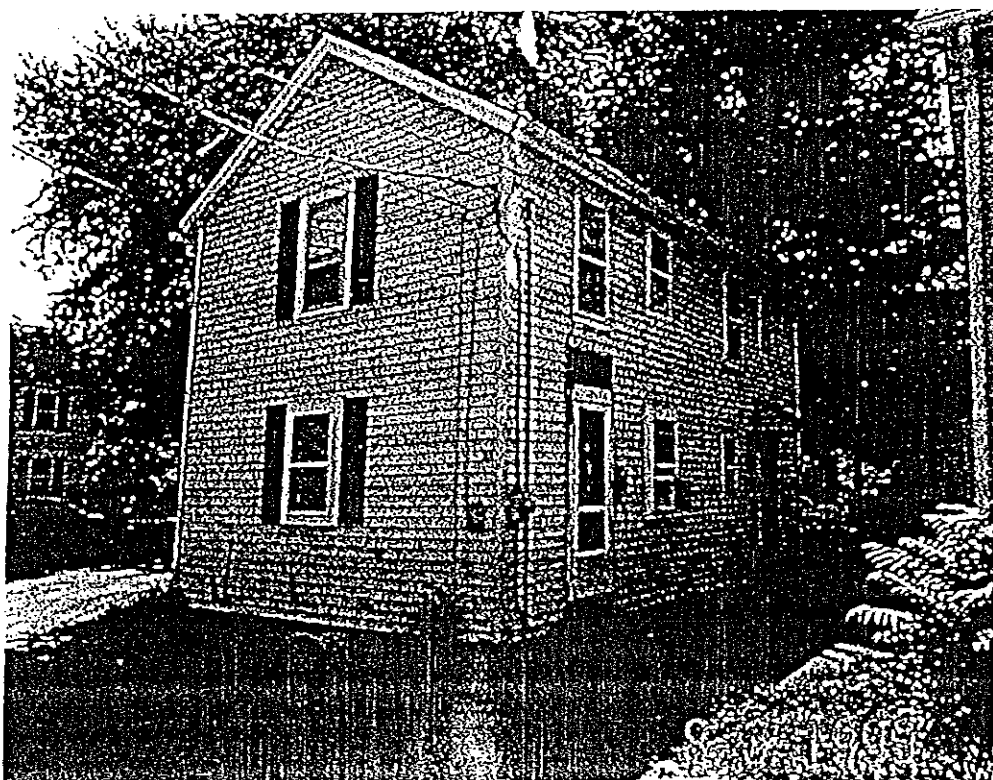
Hart Gerald & Roper Reid-79 Miller St.(Rear)-Lot 3G-2 Family-Condition Fair



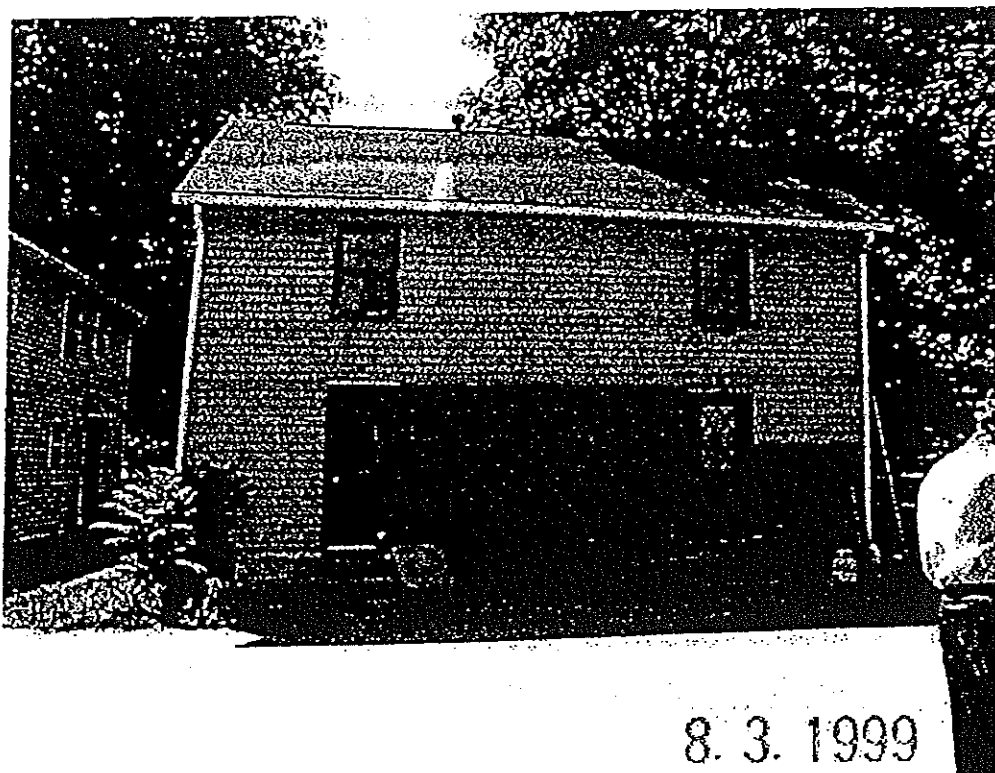
Hart Gerald & Roper Reid-77 Miller St.(Rear)-Lot 3F-2 Family-Condition Fair



Richmond Joan Aka Richmond-27 Miller St.-Lot 3B-1 Family-Condition Poor



Richmond Joan Aka Richmond-25 Miller St.-Lot 3B-1 Family-Condition Poor

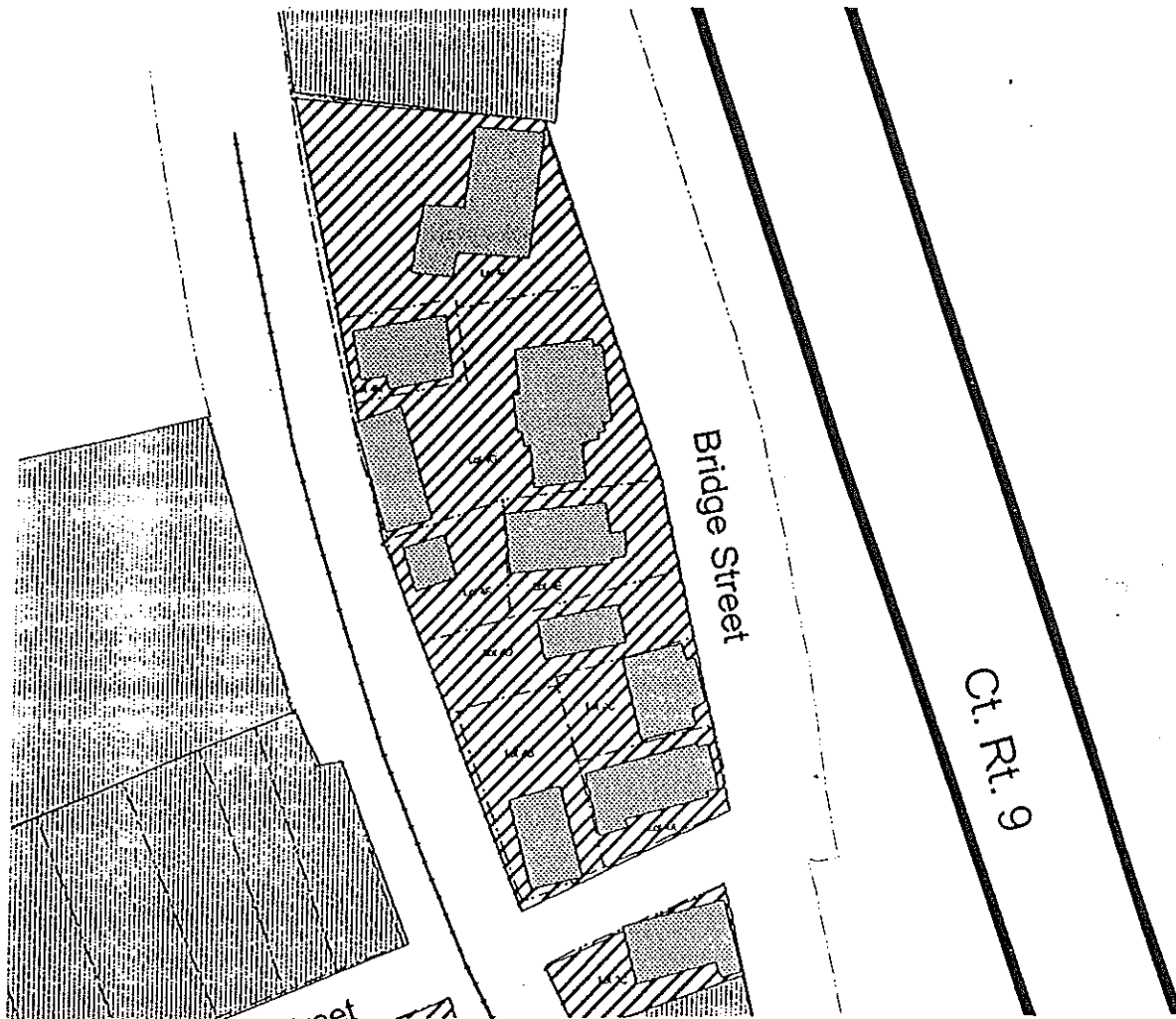


8. 3. 1999










Kilgore Bruce R. - 31 Miller St. - Lot 3A - 1 Family - Condition Fair

# Miller & Bridge

## Phase 4



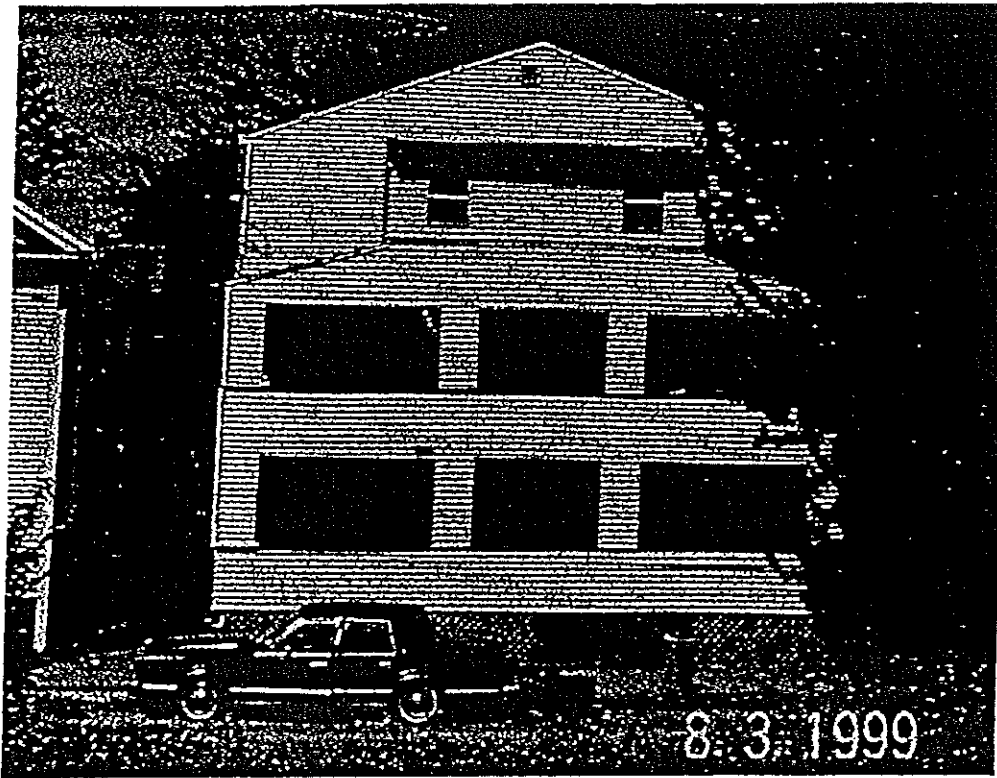
200 0 200 Feet

-  Buildings
-  Rt 66 & Rt 9
-  Property Lines
-  City property
-  Phase 4
-  Phase 3
-  Phase 2
-  Phase 1
-  Rail Lines



Miller and Bridge Street Redevelopment Project  
 Department of Planning, Conservation & Development, Fall of 1999.

## PHASE 4



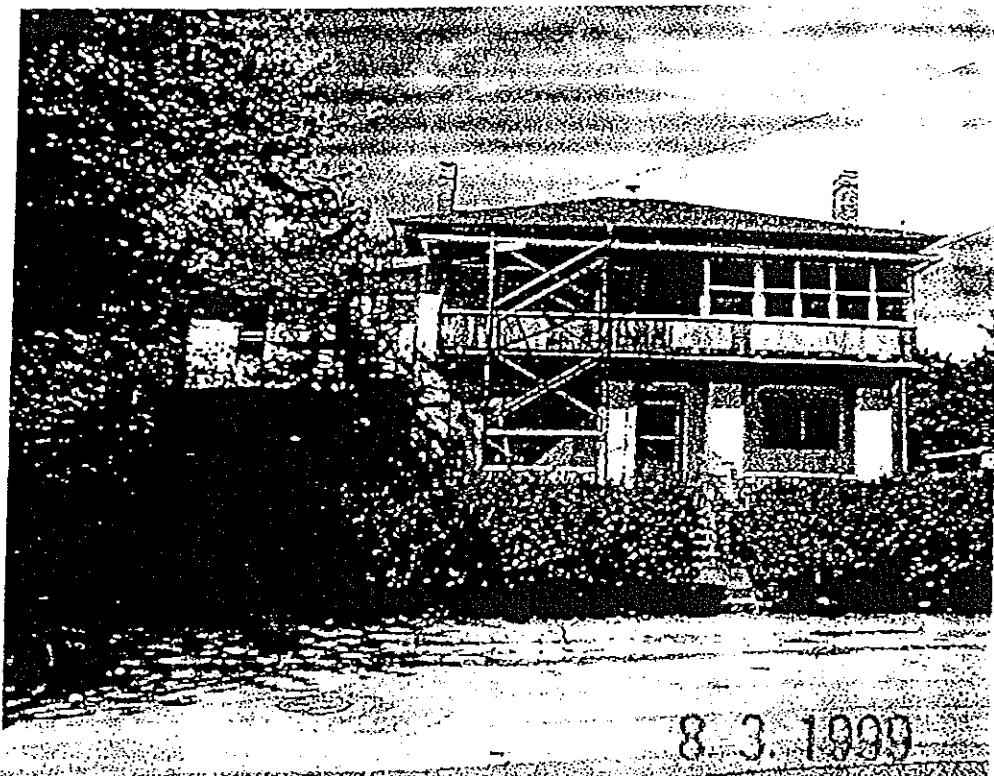
McArthur Raymond L-125 Bridge St.-Lot 4C- 3 Family- Condition Poor



Dalessandro Salvatore-127 Bridge St.-Lot 4D- 1 Family- Condition Poor



Delessandro Salvatore -129 Bridge St.- Lot 4E- 2 Family- Condition Poor



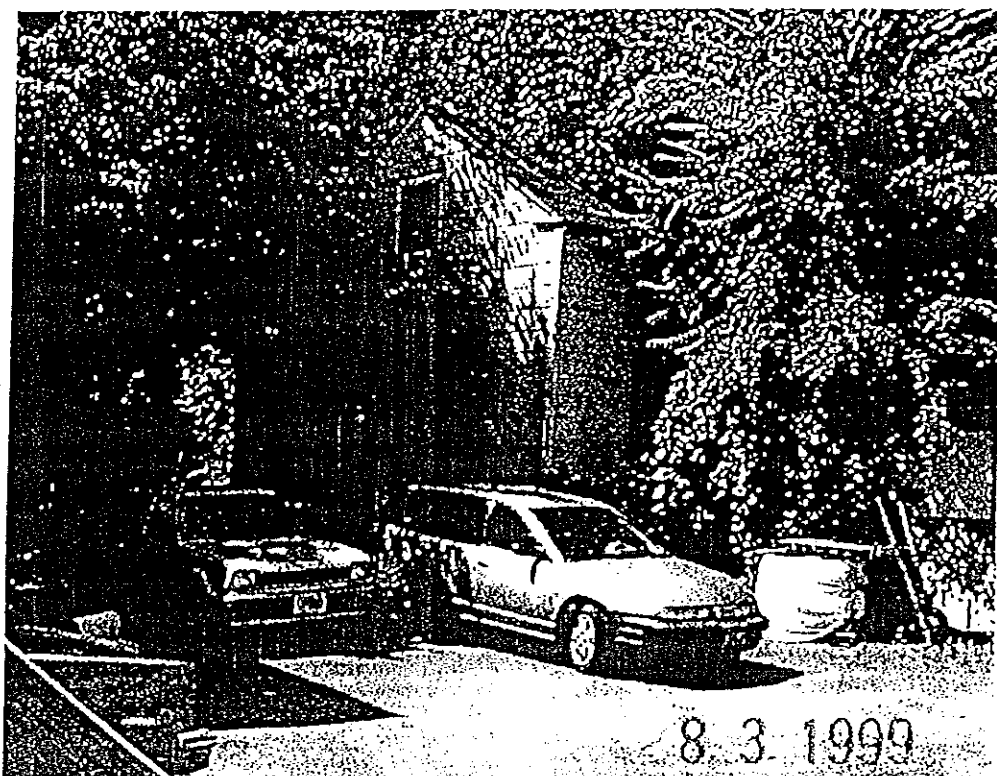
Little Benjamin- 135 Bridge St.- Lot 4G - 3 Family- Condition Fair



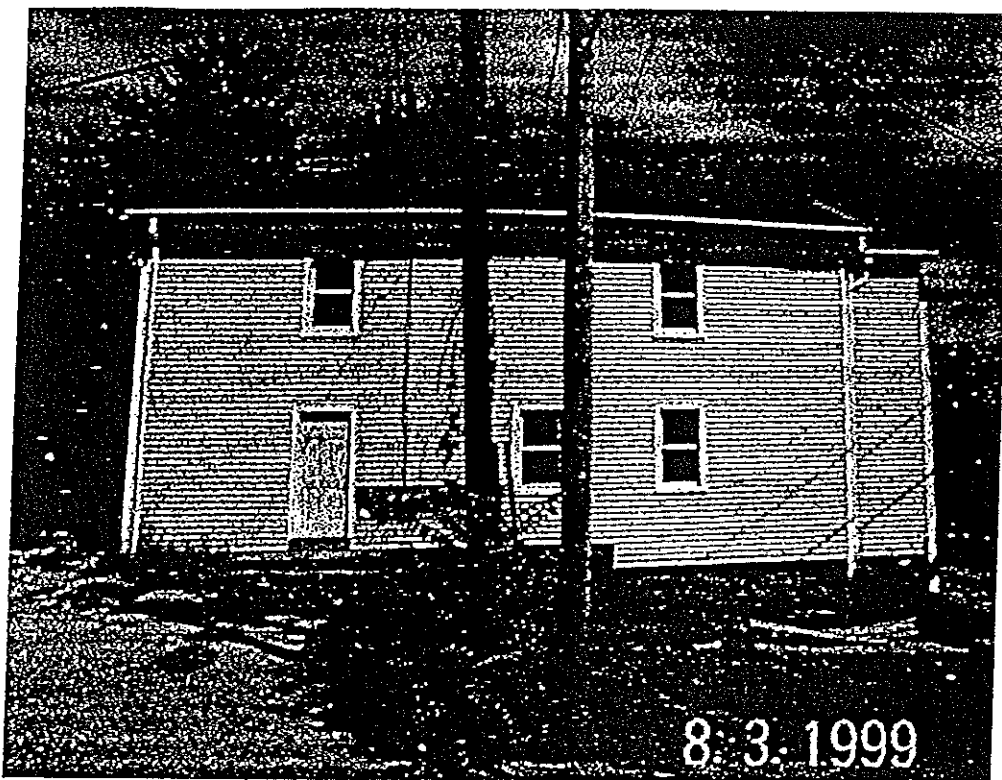
Alfredos Riverside Rest. Inc.-133 Bridge St.(Rear)-Lot 4H-2 Family-Condition Poor



Alfredos Riverside Rest. Inc.-141 Bridge St.-Lot 4I-Rest./1Apt.-Condition Good



Dalessandro Salvatore-129 Bridge St.-Lot 4F-2 Family-Condition Poor



Welch Peter - 121 Bridge St. - Lot 4B - 3 Family - Condition Poor



Janis David J & Moreland Dale W-12 Miller St.-Lot 4A-4 Family-Condition Fair

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**CITY OF MIDDLETOWN  
CONSOLIDATED PLAN**

For Housing &  
Community Development

September 1, 2000 to August 31, 2005

Department of Planning, Conservation and Development  
City of Middletown  
245 deKoven Drive  
Middletown, CT 06457

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### North End Industrial Zone (Remington Rand Building)

The City of Middletown is in the process of revitalizing the North End industrial zone. The 184,000 ft<sup>2</sup> of industrial space will receive environmental remediation and blighted outbuildings will be demolished. The property is located in a low to moderate-income census tract (5411) and is ideal for a business incubator for multiple (34) micro-enterprises. Funding from the yearly entitlement and from Section 108 Loan Guarantees and EDI and BEDI grants will be essential to create this incubator. This project is a commitment to both improving the appearance of the North End's industrial area as well as to aiding entrepreneurs in starting small businesses and creating new jobs.

### Brickyard Industrial Park

The City has secured 50% state funding to construct the Brickyard Industrial Park off of CT Rt. 3/Newfield Street in the northern section of census tract 5412. Development of this industrial park on a bus line and in close proximity to low and moderate-income areas will no doubt create jobs for such residents. The City's share is approximately \$350,000.

### Miller and Bridge Redevelopment Plan

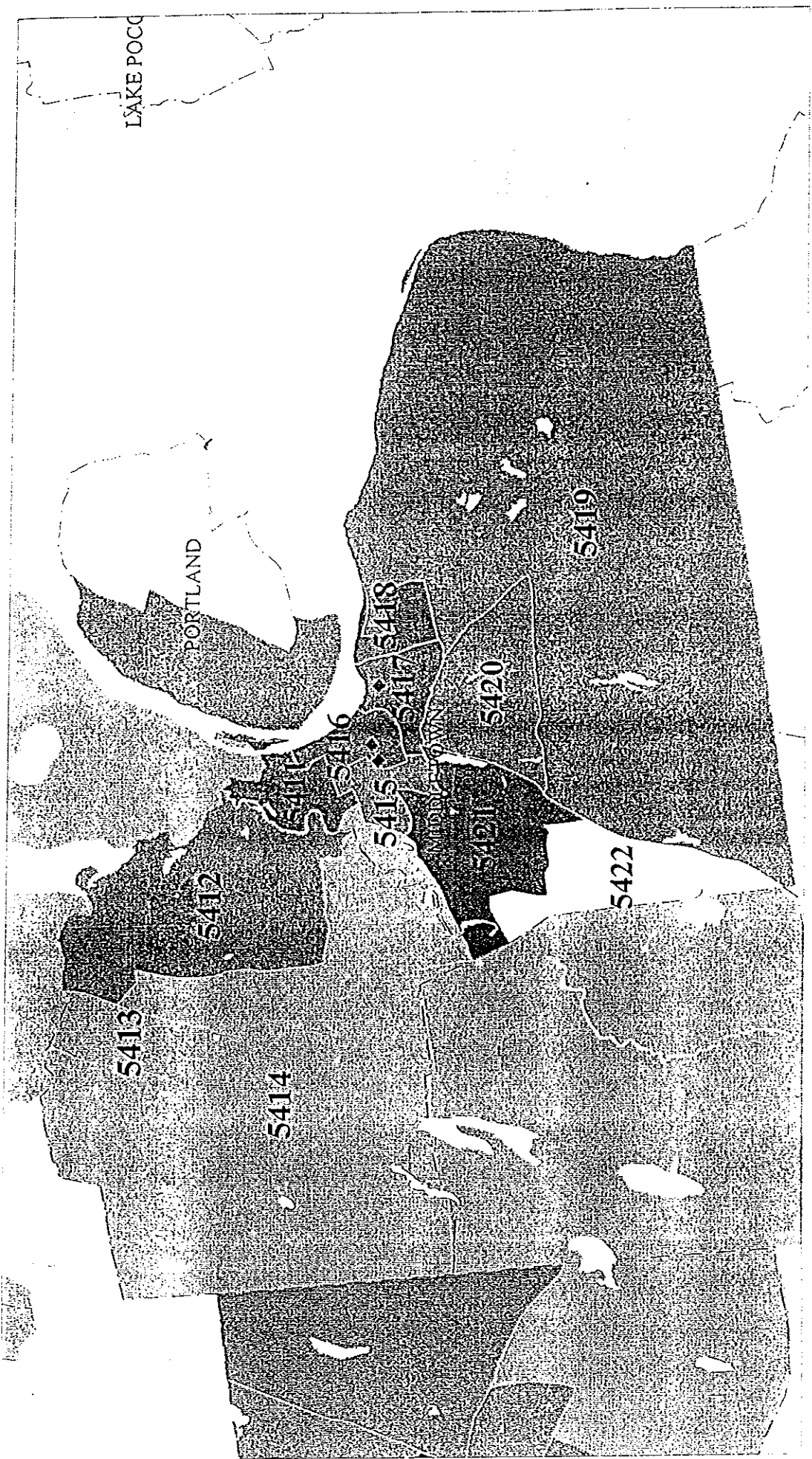
It is estimated that implementation of the Miller and Bridge Redevelopment Plan will cost \$1.7 million. The plan is divided into four (4) phases. CDBG funding for demolition of the severely blighted neighborhood and for relocation payments will be required.

As the plan highlights, the elimination of this neighborhood is a matter of environmental justice. No household should be required to live in these conditions and its redevelopment will be a significant benefit to low and moderate-income residents. Additionally, elimination of this blighted neighborhood will provide additional land for rail-dependent economic development opportunities.

### Additional Economic Development

#### Downtown Development

Main Street has suffered the fate of many downtown streets—it is slowly losing its commercial vitality to large malls located on the outskirts of town. The strategy for preserving the viability of Middletown's Main Street is to make it a place for residents to spend their evening hours. Zoning regulations consistent with responses to the city-wide survey conducted in August favor greater aesthetic controls over projects,



# City of Middletown, CT

Forecast Median Family Housing by Census Tract: 2002

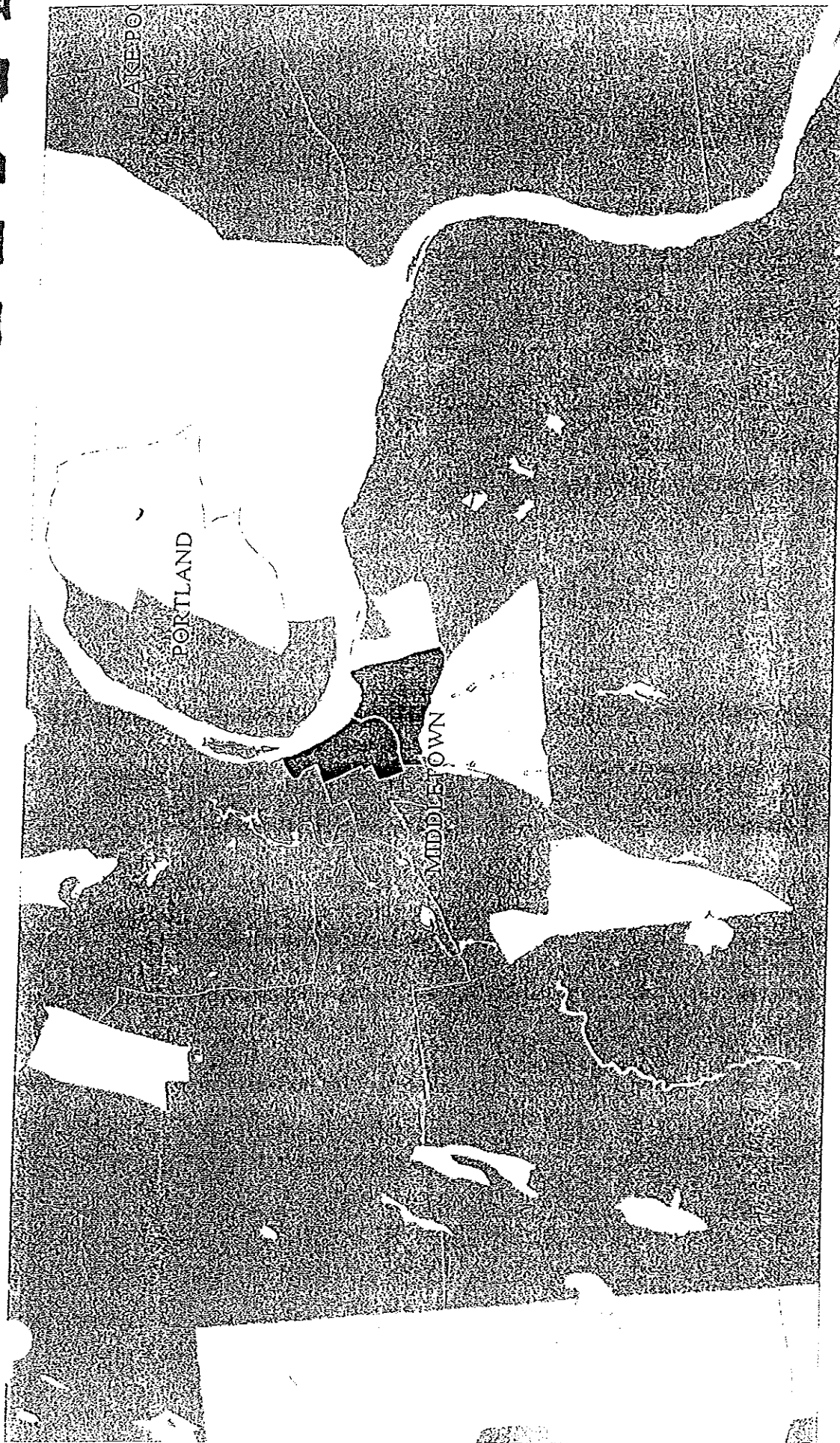
## Map Layers

- Census Tract
- Census Place
- Public Housing 96
- Median Family Income by Census Tract, 2002
  - 20,000 to \$9,999
  - \$10,000 to \$19,999
  - \$20,000 to \$29,999
  - \$30,000 to \$39,999
  - \$40,000 to \$49,999
  - \$50,000 to \$59,999
  - \$60,000 to \$69,999
  - \$70,000 to \$79,999
  - \$80,000 to \$89,999
  - \$90,000 to \$99,999
  - \$100,000 to \$130,000

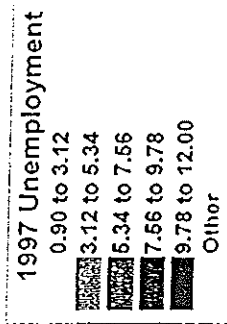


**City of Middletown, CT**  
**1997 Estimated Population Density by Race**

**Population Density by Race: 1997**  
 ○ = 75 White  
 ▲ = 75 Black  
 ☆ = 75 Am.Indian/Esk./Aleut  
 □ = 75 Asian/Pacific Islander  
 ◆ = 75 Other Race



**City of Middletown, CT**  
**1997 Unemployment Rate by Census Tract**

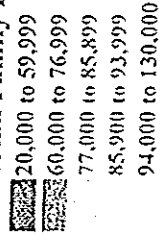




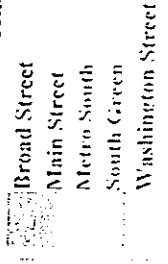
# City of Middletown, CT

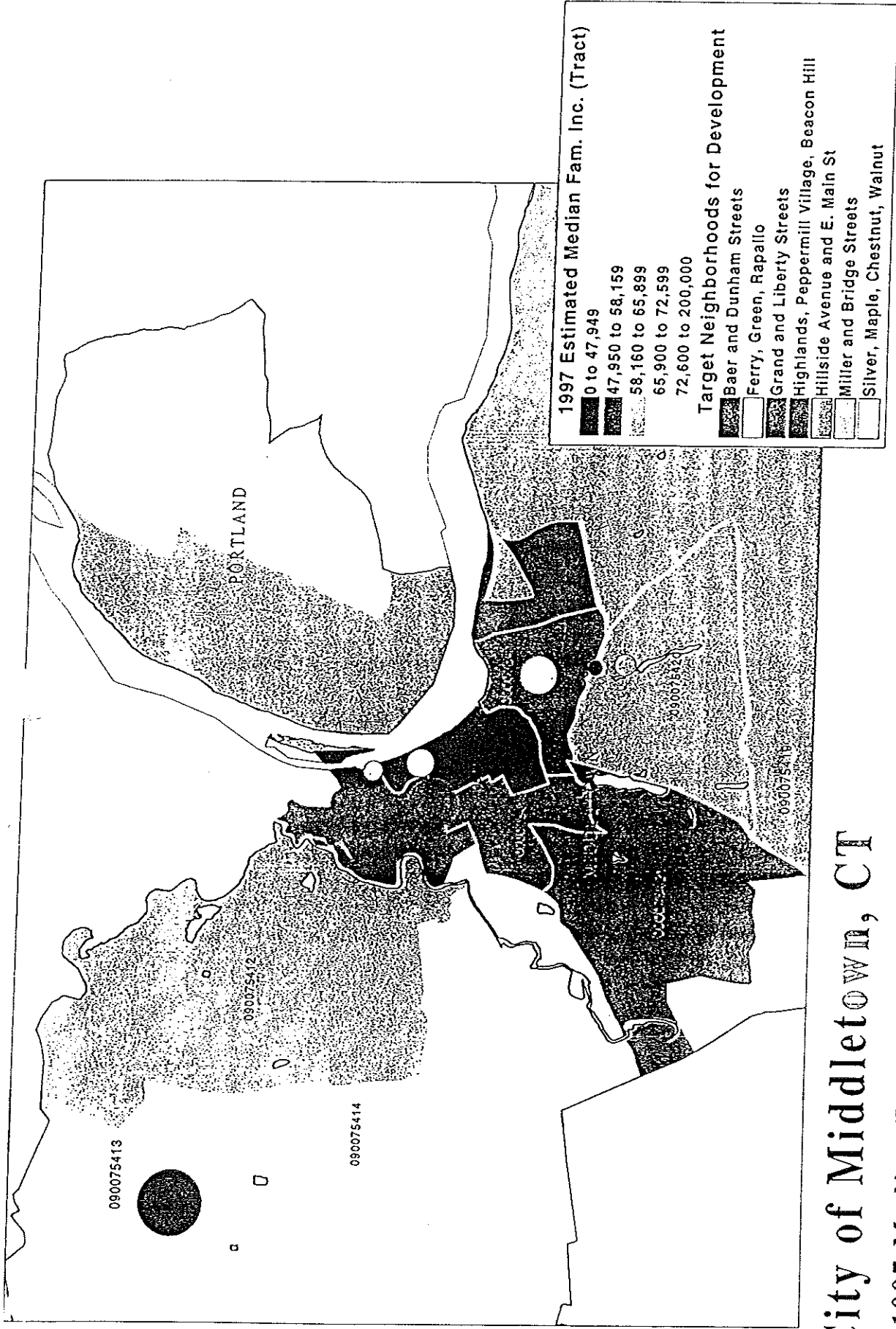
Historic Districts -- Located in the Poorest Tracts

Median Family Income by Census Tract, 2002



Historic Districts





# City of Middletown, CT

1997 Median Family Income by Census Tract and Target Neighborhoods for Development